The Bombay Gazette.

No. 7,487.—New Series. BOMBAY :—THURSDAY, FEBRUARY 6, 1873. Subscription in Advance { For a Year .....Rs. 48 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 48
Half Year „	„ 24
Three Months „	„ 14
One Month „	„ 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

A line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ „ „
Third and succeeding	2½ „ „

at the Native Languages, double the above.

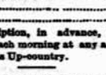
For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship SATTARA, 1,237 Tons, 250 H.P., Commander J. Ballantine, will be despatched on SATURDAY, the 8th February 1873, at 4 P.M.

Feb. 1873.		Feb. 1873.
Leave BOMBAY	8	Leave Tuticorin 16
„ Ratnagherry	8	„ Colombo 17
„ Vingorla	9	„ Galle 18
„ Goa	10	„ Negapatam 21
„ Carwar	10	„ Madras 23
„ Mangalore	11	„ Coconada 25
„ Cannanore	12	„ Chingapatam 26
„ Beddaghurry	12	„ Bimlipatam 27
„ Tellicherry	12	„ Gopsulpore 27
„ Calicut	13	„ False Point 28
„ Beypore	13	March.
„ Cochin	14	Arrive CALCUTTA 2
„ Alleppy	14	

The British India Steam Navigation Company's Steamers will call at Goa regularly for the next three months.

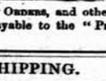
This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchange Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

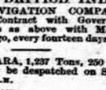
The Steam-ship CASHMERE, 1,028 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 14th February 1873, at noon.

Feb. 1873.		March 1873.
Leave BOMBAY	14	Leave BUSREH 5
„ Kurrachee	18	Arrive Fao 5
„ Gundur	20	„ Gundre 7
„ Muscat	21	„ Behreh 8
„ Bunder Abbas	23	„ Linga 12
„ Linga	25	„ Bunder Abbas 14
„ Fushire	27	„ Muscat 20
„ Kuwet	27	„ Gundur 18
„ Fao ..... March	1	„ Kurrachee 21
Arrive BUSREH	2	„ BOMBAY 24

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, send in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY, commencing from the 27th September 1872.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 7th February 1873, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL, VIA SUEZ CANAL.

THE New Steamer TIMOR, 1440 Tons Net, 300 H.P., nominal, will SAIL about 14th FEBRUARY. She made the passage from England to Bombay in 27 steaming days. Her accommodation consists of a Saloon on deck, handsomely fitted, for 26 First-class Passengers; and she will carry a STEWARDESS.

RATES OF PASSAGE.

To Suez ..... Rs. 300
To Liverpool ..... Rs. 500

Exclusive of Wines, &c., which can be procured on board at moderate rates.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

FINLAY, MUIR, & Co., Agents.

LIVERPOOL, VIA SUEZ CANAL.

TO LEAVE ABOUT 10TH FEBRUARY.

MESSRS. JOSEPH HEALD and Co.'s New and Powerful Steam-ship HUTTON, 2,340 tons. This fine Steamer has passenger accommodation of a superior description with Cabins on deck, and is fitted with a Ladies' Saloon, Dining-room, Bath-rooms, Ice-house and Punkahs. She carries a Surgeon and Stewardess.

FIRST CLASS TO LIVERPOOL, Rs. 500.

Exclusive of Wines, &c., which can be had on board at moderate prices.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

"WILSON" LINE.

FIRST STEAMER FOR LIVERPOOL VIA SUEZ CANAL.

THE ORLANDO, 1,437 tons, about the 8th February. This favorite Steamer is now fitting out for speed and comfort, and offers a favourable opportunity to intending Passengers. Her accommodation is superior and well-ventilated, the passage will, under ordinary circumstances, not exceed 26 days.

A liberal table is kept. She carries a Surgeon and Stewardess.

First Class ..... Rs. 500 | Second Class ..... Rs. 300

Exclusive of Wines and Spirits, which can be had on board.

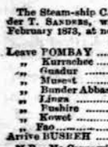
The "VIRAGO," 1,787 tons, and other Steamers to follow.

For Passage apply to

GRINDLAY, GROOM, & Co.
W. NICOL & Co., Agents.

Bombay, Jan. 1873.

FOR LIVERPOOL,
VIA SUEZ CANAL,
CALLING AT MALTA.



THE new Steamer SOUTH TYNE, 1819 Tons, 140 Horse Power, classed 100 A 1 at Lloyd's, built in 1871, specially for the East India Trade, with Cabins on deck having accommodation for Twenty Passengers, will be despatched about the 12TH FEBRUARY next.

RATES OF PASSAGE MONEY.

To Liverpool	£50
„ Suez	£30
„ Malta	£40

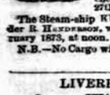
Exclusive of Wines and Spirits, which can be had on board.

For further particulars apply to Messrs. GRINDLAY, GROOM and Co.

FINLAY, MUIR, & Co., Agents.

Bombay, 27th January 1873.

STEAM COMMUNICATION WITH ITALY.
(VIA SUEZ CANAL.)



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£6	
Suez	36	22	8	
Port Said	35	21	9	
Alexandria	39	25	9-10	Without Food.
Messina	50	34	14	
Naples	50	34	14	Including Wines.
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (for shipment at Genoa)	59	35	14-10	

Children under 2 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

INDIA, on SATURDAY, 1ST MARCH 1873.
ASIA, on TUESDAY, 1ST APRIL 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Monograms, Cheques, Bills of Lading, Offices and Bank Seals, Seals for Shipping Envelopes, &c., engraved to order, and at Reasonable Charges, at the Office of the "Bombay Gazette" Press.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 10th February, 1873, at 5 P.M., from Mazagon.

THE P. & O. Co.'s S. S. TANJORE, (2,215 tons, and 400 H.P.) Captain A. H. Johnson, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 11th February, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. TRAVANCORE, (1,800 tons and 400 H.P.,) Captain C. H. Eastley, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any cwt. of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 8th February.

GEORGE F. HENRY, Superintendent.

P. and O. S. N. COMPANY.

NOTICE.
ALTERATION OF SAILING DATES.
VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

HINDOSTAN	3,113 Tons	600 H.P.,	on 3rd March.
PESHAWUR	3,783 „	600 „	on 17th „
AUSTRALIA	3,648 „	600 „	on 31st „
KHEDIVE	3,742 „	600 „	on 14th April.
CATHAY	3,983 „	500 „	on 28th „
DECCAN	3,128 „	600 „	on 12th May.

FARE.

First Class	Rs. 660
Second Class	„ 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 25th January 1873.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,
6, CHURCH LANE, BOMBAY,
EAST INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission. Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates.

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

LONDON.
HENRY S. KING & Co., 65 Cornhill, and 45 Pall Mall.

SOUTHAMPTON. LIVERPOOL.
KING, SEYMOUR & Co. KING, BAILLIE & Co.

CALCUTTA.
KING, HAMILTON & Co.

CONSIGNEES of CARGO per s.s. ERI, KING, arrived from Glasgow, are requested to send their BILLS OF LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunders.

PEEL, CASSELS, & Co.,
Agents s.s. Eri King.

Bombay, 31st January 1873.

SALES BY AUCTION.

BENNETT and COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome Household Furniture, Plated, Glass, and Porcelainware, a handsome Englishbuilt Double-seated Brougham by Thorn, a pair of handsome Grey Arab Carriage Horses, &c., at No. 143, Malabar Hill.

On FRIDAY, the 7th instant, Messrs. BENNETT & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, Carriage, Horses, &c., the property of J. K. Rutherford, Esq., the same comprises rich cut glassware, handsome dinner, breakfast and dessert services, best platedware, such as a set of dish covers containing 3 hotwater and vegetable dishes, cruet, pickles, liqueur and egg stands, ice pitcher, tea set, waiter, tea tray, a mahogany case containing a set of electro-plated spoons and forks for 12 persons, table, piano and chamber candlesticks, cutlery, &c., handsomely carved bl.-wood Dumitu, such as round dining table, sideboard, dining room chairs, screens, circular, pier and side tables, easy and drawing-room chairs, conversation sofas, whatnot, hatstand, a handsome plated 4 light hanging argand lamp, English iron bedstead, camp cots, dressing and washing tables, toilet glasses, clothes and gown presses, wardrobes, chest of drawers, towel horse, dispense articles, cooking utensils, plants, &c.

AT 2 P.M.

A handsome English-built double-seated Brougham by Thorn.
A pair of handsome fa-t-trotting Grey Arab Carriage Horses.
A Grey Brougham Horse.
Catalogues are published, and the property is now on view.

By direction of Rahma and Noami, daughters of Yacoob Seema Nissim, deceased, who by an order of the High Court of Judicature at Bombay in Suit No. 414 of 1867, wherein the said Rahma was plaintiff and Elisoo Joshua Ezekiel and others ex-cutors of the late Yacoob Seema Nissim, deceased, were defendants, were declared beneficially entitled as the sole surviving heirs of the said Yacoob Seema Nissim, deceased, to the immoveable estate situate in Bombay left by the said Yacoob Seema Nissim, deceased, which estate inter alia comprised the following immoveable properties.

Messrs. BENNETT & Co. will sell by Public Auction to be held at the respective premises, on MONDAY, the 10th day of February 1873, the properties respectively assessed under No. 6, in Tamarind Lane, Fort, in one lot; on THURSDAY, the 13th day of February 1873, the property assessed under No. 5 in Meadow Square, Fort; and on WEDNESDAY, the 19th day of February 1873, the property assessed under No. 3 in Meadow Street. The auction sale will take place at 4 o'clock in the afternoon of each day.

Particulars.

Lot 1.

All that piece or parcel of ground, with the messuage or tenement thereon, situate in Tamarind Lane, in the sub-district of Fort and Colaba, in the City of Bombay, bearing assessment No. 6, the ground thereof measuring about four hundred square yards and six-ninths of another square yard, and bounded on the east side by another property of the said Rahma and Naomi hereinafter secondly described, and towards the west side partly by a passage and partly the Bombay Fort Press Company's buildings, on and towards the north side by the Bombay Fort Press Company's buildings, and on and towards the south side by the said Tamarind Lane, and which said premises were formerly and are now in the occupation of Messrs. Lawrence & Co.

Also all that piece or parcel of ground, with the messuage or tenement thereon situate in Tamarind Lane, in the sub-district of Fort and Colaba, in the City of Bombay, bearing the assessment No. 6 (the ground thereof measuring about two hundred and seventy-eight square yards and six-ninths of another square yard, and bounded on or towards the east side by the property of Framjee Nusserwanjee Patell, on or towards the west side by another property of the said Rahma Noomi hereinbefore firstly described, on or towards the north side by the Bombay Fort Press Company's buildings, and on or towards the south side by the said Tamarind Lane, and which said premises were formerly in the occupation of the late Byramjee Hormusjee Cama and are now in the occupation of Messrs. Eduljee and Bomanjee and others.

Lot 2.

And also all that piece or parcel of ground, with the messuage or tenement thereon, situated in Military Square, in the sub-district of Fort and Colaba in the City of Bombay, bearing assessment No. 4, the ground thereof measuring about two hundred and sixty-three square yards and six-ninths of another square yard, and bounded on the east side by the property of Solomon Ezekiel and Silas Sassoon, on the west side by the Rutherford Street, on and towards the north side by the Military Square, and on and towards the south side by the another property of the said Rahma and Noomi and which said premises were formerly and are now in the occupation of Rahma and Isaac Dawood.

Lot 3.

And also all that piece or parcel of ground, with the messuage or tenement thereon, situated in Meadow Street, in the sub-district of Fort and Colaba, in the City of Bombay, bearing assessment No. 3, the ground thereof measuring about four hundred and ninety-three square yards and three-ninths of another square yard, and bounded on the east side by the property of Meadow Street, on the west side by another property of the said Rahma and Noomi, on the north side by the property of Dadabhoy Cursetjee and Sons, on the south side by the property of Co oned Kestinge, and which said premises were formerly in the occupation of Mr. J. Harrington, late Municipal Storekeeper, and are now in the occupation of Mr. Khundeno Morojee and others.

For further particulars and conditions of sale apply to Messrs BENNETT and Co., the Auctioneers, or the undersigned.

C. TYABJEE,
Vendor's Solicitor.

AUCTION SALE of Neat and Modern Household Furniture, Plated, Glass, and Porcelainware, &c., at the Victoria Gardens.

On TUESDAY, the 11th instant, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at their residence, at the above mentioned place, the handsome household furniture, &c., the property of Dr. W. Gray and Dr. I. B. Lyon.

On account of the Shipper.

An English-made full size Billiard Table, with Balls, Cues, &c., by Abbatt and Nicholls of Bristol.

Full particulars will be given hereafter.

No Catalogues, and the property will be on view three days befor the day of sale.

AUCTION SALE of valuable and handsome Household Furniture, best Plated Glass and Porcelainware, &c., at Bandora Hill.

On SUNDAY, the 16th instant, Messrs. BENNETT & Co. are instructed to submit to Public Auction at the above mentioned place, the valuable and handsome Household Furniture, &c., the property of James Dickson, Esq.

Full particulars will be given hereafter.

No Catalogues, and the property will be on view four days before the day of sale.

AUCTION SALE of valuable and handsome English Mahogany, Walnut, Ebony, Gilt, and richly carved Blackwood Household Furniture, handsome Pier Glasses with Console Tables, splendid 12 and 30 light Chandeliers, rich Brussel's Hall Carpets, a valuable 8-day clock by John Moore and Sons, first-rate Safes, China Garden Seats, Flower Pot Stands, Plated Glass and Porcelainware, Carriages, &c., at Byculla, next to the Synagogue of the Jews.

On WEDNESDAY, the 12th instant, Messrs. BENNETT and Co are instructed to submit to Public Auction, at the premises lately occupied by Messrs. Rahmtoo a Sullamon and Co., the valuable and handsome house hold furniture, carriages, &c.

Full particulars will be given hereafter.

Catalogues will be published and the property will be on view four days before the day of sale.

FOR SALE ON COMMISSION.

Just Landed.

An invoice of superior English-made laced and brass mounted single and double Harness by William Middlemore.

BENNETT & Co.

Bombay, 6 h February 1873.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO.
40, Meadow Street.

AUCTION SALE OF SHARES.

THIS DAY, THURSDAY, the 6th instant, Messrs. NUSSERWANJEE, CALLIANDAS & Co. will sell by Public Auction, at 2 o'clock P.M., at the Share Bazaar, by order of Shaw Morarjthoy Vijbh okhand s, on account and risk of Jugjeewan Hemjee the following Shares :—

14 Shares of the Great Eastern Spinning and Weaving Company.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 6th February 1873.

SADANUND SHRICRISTNAJEE AND Co.

WEEKLY AUCTION SALE.

On TUESDAY the 11th instant, Messrs. S. SHREECRISTNAJEE & Co. will sell by Public Auction, at their Rooms, the following :—

3 cases White Muslins.
2 cases White Cambrics.
5 bales Grey Shirtings.
1 case White Dhotie.
2 cases assorted Prints.
2 cases assorted Glassware.

On account and at the risk of the underwriter, ex Steamer Olaf,

J S E / J E / J S E / J N } 902—1 Case Cabin Lamps.
888—1 Case Buttons.

An Invoice of 10 cases of superior Looking Glasses and Pictures of various patterns.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 6th February 1873.

CRAWFORD and COMPANY,
3, MARINE STREET, BOMBAY.

AUCTION SALE OF handsome house furniture, rich cut glassware, best electro-plated and porcelain wares, a first-class full toned solid rosewood pianoforte by Schroder, a solid mahogany slate bed miniature billiard table, chromolithographs, engravings, &c., at "Castle Dangerous," No. 163, Malabar Hill.

Messrs. CRAWFORD & Co. have been instructed by D. S. KEMP, Esq., whose family has left for England, to sell by Public Auction at the above Residence on SATURDAY next, the 8th instant, sale commencing at or about 12 noon, the whole of his household furniture, &c., the same comprising, rich cut glassware, handsome dinner, dessert and breakfast services, best electro-plated spoons and forks, hotwater, luncheon and curry dishes, tea and coffee service, ice pitchers salvers, biscuit box, cruet, breakfast, and pickle stands, egg frames, dish covers, table and chamber candlesticks, &c., best steel table cutlery by Mappin Brothers, and handsomely carved neat blackwood furniture, viz. drawing-room, dining semi-circular pier, side, dressing and writing tables, an English-made rosewood table, conversation and reclining couches, drawing room, easy, reclining, a music and without arm chairs, teapoys, bookstands, always, clothes press, glasses, dumb waiter, large four-post bedstead, child's cradle, camp cots, firstrate chromolithographs and engravings, a first class full-toned solid rosewood cabinet grand square pianoforte table, by Schroder, a solid mahogany slate bed miniature billiard table with balls, cues, &c., complete, fancy flower vases, table ornaments, figures, screens, wardrobe, baba cot, bath-room furniture, cooking utensils, &c., &c.

Catalogues are ready, and the property is now on view.

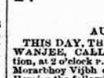
CRAWFORD & Co.

Bombay, 6th February 1873.

NEW ADVERTISEMENTS.

STEAM TO KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

On SATURDAY, the 8th Feb., at 3 P.M., from Mazagon.



THE Peninsular and Oriental Company's s.s. BANGALORE, 2,063 Tons, and 500 H. P., Captain O. C. Burne, will be despatched as above, sailing at Colombo and Galle. For Freight or Passage apply to

GEORGE F. HENRY, Superintendent.

3, Rampart Row, 5th February 1873.

CONSIGNEES of CARGO per s. s. COLOMBO, arrived from London, are requested to send their BILLS OF LADING and DELIVERY ORDERS for my inspection and countersignature, and to take delivery of their respective Goods from the Bunders.

MERWANJEE NUSSERWANJEE,
Agent s. s. Colombo.

5th February 1873.

MATHERAN.—TO LET, for the Season, a commodious BUNGALOW, furnished with every necessary ; well situated for view, bazaar, and water. Moderate terms. "R. W.," *Gazette* Office.

!!! VALENTINES ! VALENTINES !!!
!!! VALENTINES !!!
A LARGE ASSORTMENT OF VERY SUPERIOR VALENTINES.

COOPER & Co.,
Meadow Street, Fort, Bombay.

BOMBAY EXHIBITION, 1873.

FIRMS or Individuals wishing to ADVERTISE in the OFFICIAL CATALOGUE of the BOMBAY EXHIBITION are requested to communicate at once with the SUPERINTENDENT, Bombay Education Society's Press.

C. BANKS,
Superintendent, B. E. S. Press.

6th February 1873.

NOTICE.—The ANNUAL MEETING of the BOMBAY CITY MISSION will be held in the Durbar Room, Town Hall, on FRIDAY, 7th February, at 5 P.M.

All friends of the Mission are invited to attend.

JOHN PATON, Hon Secy.,
Bombay City Mission.

5th February 1873.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.—NOTICE—On and after the 1st MARCH next, the RATES for the CONVEYANCE of COTTON from Wadwan and intermediate Stations as far as Sabburmutee to Bombay WILL BE REVISED.

Particulars of Revised Rates can be obtained on application to Station Masters, District Superintendents, Ahmedabad and Bombay, or at Traffic Manager's Office.

J. R. DUXBURY,
Traffic Manager.

Fort, 5th February 1873.

GUNS AND RIFLES FOR SALE,
BY W. W. GREENER.

1 Double Rifle 16 Bore C. F. patent strikers, in case, with apparatus, No. 9780			Rs. 412
1 Do. Gun 12 Bore do.	„	10495	„ 350
1 Do. do.	„	11823	„ 310
3 Sporting Sniders in Deal Boxes, each			„ 100
6 Do. do.	„		„ 95
1 Double Rifle for Snider Cartridges			„ 275
4 Do. Guns C. F. 12 Bore, in cases, with apparatus, each			„ 270

Cartridge Cases, Bullets, &c., for the above.

GRINDLAY, GROOM, & Co.

N.B.—Modern Breech Loaders, Sporting and Military, by *Greener*, Rs. 4-8; by Post, Rs. 5.

JUST RECEIVED.

PATENTED MEMORIAL ALBUM.

THE object of this ALBUM is to enable any person to collect articles of Newspapers, fragments of Pamphlets, Autographs, &c., &c.

The ALBUM has an Index at the commencement for reference, and contains about 145 pages done over with a composition made of a special kind of Gum, so that a document can be easily inserted by simply wetting it slightly beforehand.

A strong pair of Scissors is fixed in the inside of the cover for cutting out Extracts, &c.

Price ..... Rs. 10.

THACKER, VINING, & Co.

Now landing from Steamer Persia !

BORDEAUX WINES.

The Company's Brands of Bordeux Wines have been known throughout the Presidency for many years as of the best quality and the best value for their prices imported.

Clarets.

	Cash Rs. a.	Credit. Rs. a.
PETIT MEDOC ..... Qts.	11 0	12 8
MEDOC ..... „	14 8	16 0
Do. ..... Pts.	8 0	9 0
SAINT JULIEN ..... Qts.	20 0	22 8
CHATEAU LA ROSE ..... „	23 0	28 0
Do. ..... Pts.	14 0	16 0
CHATEAU MARGAUX ..... Qts.	22 0	24 0
Do. do. ..... Pts.	16 0	18 0

Burgundies.

CHABLIS, vintage 1861 ..... Qts.	16 0	18 0
CHABLIS, vintage 1858 ..... „	21 8	24 0
BEAUNE, fine red ..... „	16 0	18 0
Do. do. ..... Pts.	9 0	11 0
POMMARD ; full bodied ..... Qts.	18 0	20 0
POMMARD, Superior ..... „	22 8	25 0
MACON, Superior ..... „	20 0	23 0
Do. do. ..... Pts.	12 0	14 0
CHAMBERTIN, Rich ..... Qts.	27 0	30 0
Do. do. ..... Pts.	15 0	17 0

Sauternes.

BARSAC, vintage 1861 ..... Qts.	20 0	22 8
HAUT SAUTERNES, vintage 1861 ..... „	22 8	25 0
HAUT SAUTERNES, vintage 1858 ..... „	30 0	34 0

TREACHER & Co. (Limited).

CHOICE NOTE PAPERS,
For Private Correspondence.

The following have been selected, after many years' experience, as most suitable for Indian use, being unaffected by extreme humidity or drought.

For Overland or Inland Post.

	Cash Rs. a.	Credit. Rs. a.
"MEDIUM" (8 by 5 inches) Water lined ; Amber, Blue, or Cream ; packet of 5 Quires, with box of 100 oblong Envelopes	2 8	2 14
Do. do. with box of 100 square Envelopes	2 10	3 0
POST (7 by 4 inches) do. do., same colour, with box of 100 square Envelopes	2 8	2 14
MEDIUM : Cream with Broad, Middle, or Narrow Mourning Border, and Envelopes	3 12	4 4
Do. Violet, with Extra Broad border	4 4	4 12

Thick for Local Correspondence.

"BAYONIAL" (8 by 5 inches) packet of 5 quires, with box of 100 square Envelopes	4 0	4 8
"OTTAVO" (7 by 4 inches) do. do. do	2 4	2 12
"QUEEN'S" (5½ by 3½ inches) do. do. do	2 10	2 14

TREACHER & Co. (Limited).

NOTICES.

GRANT ROAD THEATRE.

MONDAY, FEBRUARY 10TH, 1873.
Mr. & Mrs. BENNEE,
KINDLY SUPPORTED BY GENTLEMEN AMATEURS.
Production for the 1st time in India of the Great Sensation Play
THE BELLS,
OR THE
POLISH JEW,
As played at the Royal Lyceum Theatre, London, for 151 Consecutive Nights.
ENTIRE NEW SCENERY, DRESSES,
AND
THRILLING SENSATION SCENES.
The Performance to conclude with the Screaming Farce,
GOOD FOR NOTHING.

Box Plan and Tickets at Messrs. SOUNDY, BREslauer & Co.

NOTICE.—All descriptions of DOMESTIC SERVANTS, as well as MID-WIVES and NURSES, either Europeans or Natives, can be obtained by applying to the Undersigned, back of the Small Cause Court, or at No. 20, Grant Road, near London Hotel.

DeCRUZ, CORREYA, & Co.

NOTICE.—JOHN MUNSIE, deceased.

PURSUANT to Act XXVIII of 1866 of the Legislature Council of India, entitled the Trustees' and Mortgagees' Powers Act, 1866.

NOTICE is hereby given, that all PERSONS being CREDITORS of, or otherwise having Claims upon or against, the ESTATE of JOHN MUNSIE, Engineer, late of the Indian Navy, Bombay, and residing at Rosehill, near Berryburn, West Parish of Greenock, North Britain, deceased, who died at Rosehill, aforesaid, on or about the 13th day of August 1871, and LETTERS of ADMINISTRATION of whose personal ESTATE and EFFECTS (with Extract of his Registered Trust Disposition and Testament Testamentar annexed) were on the 28th day of January 1873 granted by the High Court of Judicature at Bombay to JAMES ALEXANDER FORBES and JAMES PERCY LEITH, both of Bombay, Esquires, two of the Members of the Firm of Messrs Forbes & Co., of Bombay, are required on or before THURSDAY, the 6th day of March 1873, to send to the said Administrators, at their Office, in Bombay Green, the particulars of their Claims upon or against the said Estate, and that at the expiration of such time the said Administrators will hand over the whole of the Assets of the said deceased to JOHN MUNSIE, ALEXANDER GRAY, and ELIZA ANN JOHNSON or MUNSIE, (the Executors and Executrix named in the said Trust disposition), having regard only to the Claims of which they shall then have notice. All persons indebted to the deceased's Estate, or having property of his in their hands, are hereby required to pay their debts or hand over such property to the said Administrators.—Dated this 30th day of January 1873.

CRAIGIE, LYNCH and OWEN,
Proctors, Bombay.

TO the JUSTICES OF THE PEACE FOR THE CITY OF BOMBAY.—I hereby give NOTICE, that a SPECIAL GENERAL MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be HELD in the TOWN HALL, on THURSDAY, the 6th day of February 1873, at 3 o'clock in the afternoon, precisely, to consider—

1. Auditors' Report for the last quarter of the year 1872.
2. The Municipal Commissioner will ask the opinion of the Justices as to whether the audit of the Accounts should be continued as heretofore, or whether the proposition, contained in the accompaniment to the Accountant-General's No. G/4 189 of the 20th January 1873, that the Bench pay Rs. 4,000 (not Rs. 2,000 the sum previously named) per annum to Government for an audit by the Accountant General's Department should be agreed to.
3. Appointment of Auditors for the year 1873. Application of Mr. T. Lidbetter for the post of Auditor.
4. Appointment of Visiting Justices for the year 1873.
5. The nomination of the Standing and Finance Committee of the Bench for 1 73.
6. Memo. No. 172, from the Acting Municipal Commissioner, forwarding copy of a letter from Dr. T. G. Hewlett, addressed to the Bench for their Resolution of the 8th instant, regarding his arrears of pay.
7. To consider petitions from Mr Brunton, Assistant to the Health Officer, and Mr. Higgins, Superintendent of Markets, asking that the amount deducted from their pay between the 1st May and 30th November 1872 (under the vote of the Bench) be refunded to them.
8. Also a similar applica ion from Mr. Hutchinson, Assistant Municipal Commissioner and Assessor
9. The Resolution regarding the construction of Tramways passed at the last Meeting being informal. The Commissioner will lay the tenders for the laying of street tramways before the Bench together with his report thereon.
10. That the Municipal Commissioner be authorised to pay for the printing of Major Tulloch's Drainage Report, the cost of which is estimated at Rs. 1,000.
11. That the Commissioner will call the attention of the Justices to the contract existing between the Corporation and the Harbour and Pilotage Board for the supply of Vehar Water to the Shipping.
12. That subject to the approval of Government to the Commissioner's proposal for employing Mr. Moylan, Inspector of Cattle Sheds, the Commissioner be authorised to pay Mr. Moylan a salary of Rs. 200 per mensem with a view to his services being secured for the inspection of factory chimnies, and abatement of the smoke nuisance.
12. List of further contracts entered into by the Municipal Commissioner.
13. The Commissioner will ask for the opinion of the Bench on the subject of the removal of Town Sweepings to Santa Cruz.
14. A letter from the Clerk to the Justices tendering his resignation and to appoint a Clerk in his place.

Letter No. 523, from the Acting Municipal Commissioner, giving notice that he will move the suspension of the opinion of the Bench as to whether Mr. R. Walton, Executive Engineer, Mr. J. Thorburn, Controller, and Mr. C. D. Clark, Acting Deputy Executive Engineer, should be paid the salaries set down in Mr. Peile's Budget for 1873."

F. STANGER LEATHES,
Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 29th January 1873.

LONDON MEDICAL HALL,

5, MEADOW STREET,

BOMBAY.

ROSS AND COMPANY.

LONDON PRICES.

VOLNAY.

A DELICIOUS AFTER-DINNER BURGUNDY. Rs. 21-0 per dozen quarts and Rs. 11-8 per dozen pints.

CUTLER, PALMER, & Co.,
Dean Lane, Bombay, 31st January 1873.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW,
SADDLERY AND HARNESS,
OF EVERY DESCRIPTION
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

LAFOND BROTHERS.

CONVEYANCES REQUIRED FOR PAIRED CARRIAGES AND HORSES KEPT ON COMMISSION. CARRIAGES AND HORSES ON HIRE. HORSES TREATED AND SHOD BY A P

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET dull. Rates unchanged.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nominal value ₹ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	82
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	6 p.ct.	Do of Bombay New	722½
10,000	200	100	5 p.ct.	Do 2nd Res. Issue	224½
5,250	1,000	all	5 p.ct.	Do of Madras	1,225
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	275
40,000	225½	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,500	250	125	5 p.ct.	National Bank of India	169
40,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21 3 0	p.c.	G. I. P. Railway Consolidated Stock	233xd.
.....	£20	19 17 6	do.	Do. New £20 Shares	126
.....	£20	13 16 0	do.	Ditto	
.....	£100	1,00	do.	B. B. & C. I. Railway Co.	1,125
.....	£15	19 5 0	do.	Do. New Shares	225

LAND COMPANIES.

6,000	2,000	all	Rs. 77	Colaba Land Co	1,465
2,000	150	all	Nil.	Frere Land & Pier Co. Ld.	118
750	2,000	2,000	31p.s.	Mazagon Land	890
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	445

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s.	Albert Mills Co	1,750
600	1,250	all	50p.s	Alexandra Spinning	1,160
504	2,500	all	100*	Alliance Spinning	2,615
100	5,500	all	...	Bombay	2,620
900	1,000	all	80*	Bombay United	930
800	150	150	25*	Broach Mills	240
2,500	2,000	all	...	Dhurumsey Spinning	1,250
750	2,000	all	200p.s	Great Eastern	2,015 nl.
9,500	1,000	all	140p.s	Manockji Petit's	1,080
900	1,000	all	40 p.s	Morarjee Spinning	945
600	2,500	all	140p.s	Oriental	2,980
680	2,500	2,400	216p.s	Royal	2,050
100	1,000	all	...	Soonderdas Spinning	1,050

* Per share for the half-year.

PRESS COMPANIES.

15[illegible]	5,000	2,250	225 p.s	Akbar Cotton Press Co	2,360
200	2,000	1,100	150p.s.	Albert Co. Kurrachee	890
100	5 0	all	10 p.c.	Albert king Co	550
200	2,000	850	Nil.	Alexandra Press Co	260
150	12,000	11,000	100 p.s.	Apollo Press Co	7,700
200	2,000	all	300 p.s.	Bombay Press Co	2,050
200	500	all	50 p.s.	Do New	475
350	1,000	1,000	100 p.s.	Broach Cotton Co	850
100	1,500	...	...	Carwar Company	1,100
500	1,000	all	40 *	Colaba Press Co	6,450
300	2,000	all	250p.s.	East India Press Co	2,800 nl.
120	2,500	all	500 *	Fort Press Co	7,400
250	2,000	1,800	75 p.s.	Framji Cowasji Press Co.	925
300	1,000	all	200 p.s	Freest Press Co	725
2	6,000	6,000	225 p.s	Hydr.ulic Press Co	2,200
250	5,000	1,467	75 p.s	Imperial Press Co	980
200	400	85	42½ p.s	Mofussil Press & G. Co.	612½
120	2,500	all	250 p.s	Prince of Wales Press	2,200
200	1,000	...	25%	Sunoon's Press Co	210
400	850	75	125 p.s	Suvidute Press Co	515
140	1,000	75	...	Scind and Punjaub Cotton Press Co., Limited	1,150
150	2,000	all	Nill	Tinnevelly Press Co	825
225	2,000	1,000	250*	Victoria Press, Madras	1,175
150	850	all	5 p.c.	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	125 p.s.	Bombay Burmah Trading Corporation	1,340
50,000	50	all	4½ p.c.	Bombay Gas Company	55
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	150
1,000	50	all	1½ ps.	Mechanics Bl'd'g Co.	25
2,000	500	all	40 ps.	Preacher & Co	455
1,000	250	all	40 ps.	Viegas Patent Slip Co	60

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	500	101	Jan. '66	Bank of Bombay
.....	95	19½	Do.	China
.....	250	2	Mar. '66	Central Bank
.....	...	...	...	East India Bank
.....	200	13	Feb. '67	Indian Peninsula
.....	200	70½	May '67	Royal Bank

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10 13/16d.
London Bank	6 months' sight	1s. 11 9/32 to 11/32d.
Do. do.	3 Do. do.	1s. 11 1/16d.
Do. Credits	6 Do. do.	1s. 11 7/16d.
Do. do.	3 Do. do.	1s. 11 3/16d.
Do. Documents	6 Do. do.	1s. 11¼d.
Do. do.	3 Do. do.	1s. 11⅛d.
Calcutta	At sight	100‡
Do.	30 days' sight	100
Do.	60 Do. do.	99½
Madras	At sight	100
Do.	30 days' sight	99‡
China	60 Do. do.	224

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8-6 to 10-9
Carolas	220
Mexican Dollars	222
Five-France Pieces	221½
Bar Silver	107
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-13-6 to 16-14
Australian Gold	100 touch 16-13-6 to 16-14
Government Securities	5 per cent.
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	110‡ to 111
Four & half per cent	104‡ to 104‡
Four per cent	102‡ to 102‡
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103‡
13 years' Debenture Loans	103‡
10 years' do. do.	105
5 years' do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. (2 f. 50 c.) of 1871.91‡	
New French Loan (fully paid-up) of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	118

SALES AND PURCHASES.

PIECE GOODS.

There has been no change whatever. The following sales are reported to have been made by European firms yesterday :—

500	pieces	Grey Shirtings	40	in. 39	yds. 6	lbs.	Rs. 4 4 6
500	,,	,,	40	,, 39	,, 7	,,	,, 4 13 0
750	,,	,,	45	,, 39	,, 7	,,	,, 4 12 6
500	,,	,,	42	,, 39	,, 7	,,	,, 4 13 0
1,000	,,	,,	41	,, 39	,, 8‡	,,	,, 5 10 0
500	,,	,,	40	,, 39	,, 8‡	,,	,, 5 11 0
140	,,	White Ground Prints	33	,, 24	,,	,,	,, 4 6 0
380	,,	,, Jaconets	40	,, 20	,,	,,	,, 2 8 0
200	,,	,,	40	,, 10	,,	,,	,, 2 12 0
3 0	,,	,,	40	,, 20	,,	,,	,, 3 0 0
330	,,	,,	40	,, 20	,,	,,	,, 3 4 0
330	,,	,,	40	,, 20	,,	,,	,, 3 8 0

COTTON.

The market has been quiet but steady. The following are our closing rates :—

New Oomrawuttee (Ready)	at Rs. 229 to Rs. 240	
,, Akote ,,	at ,, 245 to ,, 246	
,, Hingunghaut ,,	at ,, 286 to ,, 287	
,, Broach M. G.	at ,, 275	
,, Dholleras (May delivery)	at ,, 2 5 to ,, 136	

The undermentioned purchases are reported yesterday :—

75 candies	New Khandeish	(Ready)	at Rs. 228 to Rs. 229
350 ,,	,, ,,	,,	at ,, 228 to ,, 230
50 ,,	,, ,,	,,	at ,, 231
50 ,,	,, Julgaum	,,	at ,, 234
25 ,,	,, Cutch	,,	at ,, 228
500 ,,	Old Compta	,,	at ,, 205
40 ,,	,, Dholleras	,,	at ,, 212
50 ,,	,, Veerumgaum	,,	at ,, 228

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 1st February 1873.

Open 389½ Miles.

	Rs.	a.	p.
Coaching	37,357	0	0
Merchandize	58,649	0	0
Earth Trains	1,205	0	0
Electric Telegraph	481	0	0
Total Rs.	97,673	0	0

Corresponding week in January 1873.

Open 349½ Miles.

Coaching	60,456	0	0
Merchandize	107,774	0	0
Earth Trains	1,282	0	0
Electric Telegraph	1,030	0	0
Total Rs.	170,542	0	0
Decrease Rs.	72,869	0	0

CALCUTTA.—1st FEBRUARY.

The following transactions were reported :—

—In Government Securities :—

4 per cents. at Rs. 102-0 to 102-2.

4½ per cents. of 1872, at Rs. 103-14 and 104-0.

—In shares :—

National Bank shares at Rs. 110‡ and 111, and a time-bargain contract at Rs. 112, for delivery about end of February.

SHIPPING.

DAILY FREIGHT REPORT—4TH FEBRUARY.

London	Cotton	No ship.	
	Cases		
	Seeds		
Liverpool	Iron Ships Cotton	£2 11s. 3d. p. t. nominal.	
	Wooden Ships	£2 11s. 3d. p. t. nominal.	
	Myrabolms & Coir bills	£2 5s. nominal.	
	Seeds	£2 5s. nominal.	
Havre	Cotton	No ship.	
	Coffee		
Overland Steamers—			
Venice	Orientals	£3 5s.	Bombay Burmah Trading Corporation.
Trieste		£3 5s.	
Liverpool		£3 10s.	
Havre		£3 5s. to £3 7s. 6d.	
Liverpool via Suez Canal		£3 1s. 3d. to £3 2s. 6d.	
China	Steamer Cotton	Rs. 5 per bale.	
	,, Opium	Rs. 25 to 30 per chest.	
	Sailing Ships	Rs. 4‡ per bale nominal.	
Calcutta	Salt	Rs. 5 per ton.	
Calcutta to Bombay		Rs. 18 and Calcutta Port charges.	
Sundries		Nothing doing.	

ARRIVALS.

Feb.	Vessel.	Commander.	From.
5	H. M. S. Dalhousie	Warner	Aden, Jan. 27.
	Sir J. R. Carnac (s)	Raffin	Carwar, Jan. 31.
	Rustom (s)	Read	Goa, Feb. 3.
	S. M. A. Caderbux	Nacoda	Cochin, Dec. 15.
	Otto	Nacoda	Cochin, Jan. 9.

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
5	P. Peress	Morris	Calcutta.
	Tinto	Simpson	Rangoon.
	Phlox (s)	Baker	Coast and Goa.

The following vessels were entered out for loading yesterday :—

Steamer Redewater, to Liverpool.

Steamer Eri King, to Liverpool.

Steamer Bangalore, to Sydney, &c.

DAILY IMPORTS.—5TH FEBRUARY.

FROM LIVERPOOL.

Timavo s, 20 rolls lead sheet, Runchordass Bhamjee.

FROM LONDON.

Mofussilite, 14 cases glassware, 1 case clocks, and 1 case barometers, &c., M. Burjorjee Setna ; 1 case glassware, Jaffer Rehemtoola.

Orlando s, 5 cases potash, and 4 boxes printing materials, R. Knight & Co. ; 29 casks ale, Dhunjeebhoy Cowasjee ; 3 cases gingerwine, Aldridge Salmon & Co. ; 6 cases medicine, and 1 case perfumery, S. Heptoola ; 15 cases whiskey, Bolton and Co. ; 4 cases aniline dye, H. Tyebjee.

Parana, 24 casks paints of sorts, J. M. Mocla ; 65 casks beer, Alsen Riebe and Co. ; 30 cases stout, Sorabjee Rustomjee ; 100 casks cements, Hugh D. Fisher & Co.

Como s, 2 cases gold thread, Byramjee Shapoorjee.

Stirling s, 3 cases oreidine, and 29 bales paper, Bhicoo Sazba and Co. ; 8 cases iron chests, Dewjee Conjee ; 15 cases envelopes, Volkart Brothers ; 25 cases paper, Cassum Abdoorrehman.

Xantho s, 4 cases champagne, Bouneviaille & Sibille.

Palermo s, 7 cases brandy, Bouneviaille & Sibille.

FROM TRIESTE.

Apis s, 5 cases aniline dye, A. C. Gumpert ; 1 case oreidine, 1 case spectacles, and 3 cases coating, John S. Elmore and Co.

FROM GENOA.

Persia s, 8 cases brandy, Bouneviaille and Sibille.

Arabia s, 10 cases brandy, Bouneviaille and Sibille.

DAILY EXPORTS.—5TH FEBRUARY.

FOR LIVERPOOL.

Lady Allen, 110 bales cotton, H. Bomanjee Touche & Co. ; 100 bales cotton, Lalljee Girdlia.

Timor s, 33 bales cotton, Khimchund Sitaldass ; 25 bales cotton, Veerchund Gurimchund ; 50 bales cotton, Jaitha Varia ; 100 bales cotton, J. C. Bushby & Co. ; 60 bales wool, Narsee K nittow.

Cella s, 200 bales hemp, and 2 bales wool, Soonderdass Mocljee ; 30½ bales cotton, Mathooradass Vussonjee ; 200 bales cotton, Cumalsee Premjee ; 150 bales cotton, W. Nicol and Co. ; 98 bales wool, Bhawan Ramjee ; 23 bales wool, Hurjeevun Vussonjee ; 59 cases dry ginger, and 10 cases cardamoms, Soonderdass Mocljee ; 25 cases dry ginger, and 84 cases coffee, Mocljee Jaitha.

Hudson s, 600 packages wet dates, Visrambhoy Ebram and Co. ; 500 bundles galls, Teerthdass Dossamull.

Timavo s, 200 bales cotton, Stearnes, Hebbert & Co ; 27 bales cotton, Munsook Candass ; 100 bales cotton Gocl hurdass Puttaychund ; 56 bales cotton, Ralli Brothers ; 100 bales cotton, Hurridass Gaugjee ; 59 bales cotton, Mathooradass Soorjee.

South Tyne s, 159 packages wet dates, Shariff Salli Mahomed & Co.

Norah Greame, 1,000 bales cotton, Ritchie Steuart and Co.

Dreadnought, 62 cwts moye teeth, Suckoor Woosman ; 500 cwts galls, T. Dossamull.

Orlando s, 1,000 bales cotton, Peel Cassels and Co. ; 79 bales cotton, Finlay Scott & Co. ; 41 bales wool, Stearns, Hobart & Co.

FOR LONDON.

Cathay s, 30 cases olibanum, and 70 cases gum, Dewjeebhoy Goolam Hoossan and Co. ; 11 packages jamal, gotta, and 12 cases feathers, H. N. Mahomed.

Clifford s, 55 bales hides, Suckoor Woosman ; 29 bales hides, Shariff Salimahomed & Co. ; 60 bales hides, Visrambhoy Ebram & Co. ; 10 bales hides and skins, Hassumbhoy Goolam Hoosan & Co ; 15 bales hides, Rahimoobhoy Rassoolbhoy ; 1,499 packages wet dates, Enderjee Moonsee ; 4 bales hides, Chandabhoy Allecbhoy ; 8 bales hides, Fazulally Cassumbhoy ; 80 casks cocoanut oil, Ramdass Nathoo ; 100 cases gum, 32 cases olibanum, Allana Munjee & Co. ; 29 bales hides, Peerbhoy Damjee.

FOR VENICE.

Tanjore s, 100 bales cotton, W. Nicol and Co.

Cathay s, 300 bales cotton, Volkart Brothers.

Apis s, 100 bales cotton, Kunkler Prieswreck and Co.

FOR HAVRE.

Cathay s, 300 bales cotton, Planque, Vinay & Co.

Ceylon, 500 bales cotton, W. Nicol and Co.

FOR TRIESTE.

Apis s, 1 box shawl, J. Sohe.

FOR MELBOURNE.

Bangalore s, 5 bales waste cotton, Gaddum and Co.

FOR CONSTANTINOPLE.

Apis s, 2 cases fishmaws, Essack Sallom.

FOR SUEZ.

Tanjore s, 21 cases silk, Behrend Brothers.

FOR ODESSA.

Cathay s, 100 bales cotton, Gaddum & Co.

FOR SYDNEY.

Bangalore s, 32 cases tea, Forbes and Co.

FOR HONGKONG.

Travancore s, 13 bundles fishmaws, 4 bundles bysabole, 3 cases horabole, and 23 cases olibanum, Joombhoy Lalljee ; 22 bales cotton, Dewjeebhoy Goolam Hoosan & Co. ; 50 bales twist, Eduljee Framjee & Co. ; 65 chests opium, David Sassoon and Co. ; 7 bales cotton, Dadabhoy Cowasjee Tata ; 85 chests opium, E. D. Sassoon ; 14 bales cotton, Munsookram Davdass ; 47 bales cotton, A. H. Sumsoodin ; 47 bales cotton, R. Easajee.

FOR SHANGHAI.

Travancore s, 10 chests opium, R. Dhunjeshaw and Co. ; 25 chests opium, Cursetjee Bomanjee.

MILITARY.

ARRIVALS.—FEBRUARY 2.

Becke, Captain, 21st Regiment N. I., on leave, from Mecan Meer.

FEBRUARY 4.

Cruickshank, Captain, Engineers, on leave, from Kirkee.

Crocker, Surgeon, Madras Medical, on leave, from His golee.

FEBRUARY 5.

Stevenson, Lieutenant, 28th Regiment N. I., on duty, from Aden.

DEPARTURES.—FEBRUARY 5.

Neild, Lieutenant-Colonel, Madras Staff Corps, to join, to Madras.

Fitzgerald, Captain, Madras 3rd Cavalry, on leave, to Calcutta.

Lambert, Major, Bengal Staff Corps, on duty, to Allahabad.

Fullerton, Colonel, Bengal Staff Corps, on duty, to Allahabad.

FEBRUARY 3.

Lawrence, Surgeon, Medical Service, on duty, to Malligaum.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters,

Poona, 5th February 1873.

With the sanction of Government, No. 291, 1st class Hospital Assistant Antonio de Souza of the Subordinate Medical Department, is admitted to pension at Rs. 19-3-11 per mensem at Jacobabad.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	Arrival.	After-packet.
United Kingdom	Feb. 10	5-30 P.M.	6-30 P.M.	
Kurrachee	,, 7	11 A.M.	12 A.M.	
Persian Gulf via Kurrachee	,, 14	11 A.M.	12 A.M.	
China	,, 11	4-30 P.M.	6-30 P.M.	
Australia	,, 8	4-30 P.M.	No after packet.	
Mauritius, Reunion, &c	,, 17	5-30 P.M.	6-30 P.M.	
Zanzibar, &c.	,, 17	5-30 P.M.	6-30 P.M.	

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair season, and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monsoon.

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie ; not exceeding 2 ounces—annas 2, 8 pies ; not exceeding 4 ounces—annas 4, 8 pies ; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindis is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873 :—

	At P.M.		At 7 P.M.
Monday	Feb. 3	Monday	Apr. 21
,,	,, 10	,,	,, 28
,,	,, 17	,,	May 5
,,	,, 24	,,	,, 12
,,	Mar. 3	,,	,, 19
,,	,, 10	,,	,, 26
,,	,, 17		At 5½ P.M.
,,	,, 24	Friday	May 30
,,	,, 31	,,	June 6
,,	Apr. 7	,,	,, 13
,,	,, 14		

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Tuesday	Feb. 11 Tuesday	Apr. 22
,,	,, 25 Monday	May 5
,,	Mar. 11 ,,	,, 19
,,	,, 25 ,,	June 2
,,	Apr. 8 ,,	,, 16
,,	,, 22 ,,	,, 30

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4 30 P.M.
Saturday	Feb. 8 Saturday	May 3
,,	Mar. 8 ,,	,, 18
,,	Apr. 5 ,,	June 23

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies is 8 as. 8 pies.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
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Three Months	*ditto*	14	0 0
One Month	*ditto*	5	0 0
One Week	*ditto*	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	,,	0	4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

SLEATER—KER—February 1st, at the Cathedral, Bombay, by the Ven. the Archdeacon Leigh Lye, J. Montgomery Sleater, Esq., Resident Engineer, Bombay, Baroda and Central India Railway, to Jane, second daughter of the late Lieutenant-General J. Fitz-Gerald, Madras Army, and widow of the late John Ker, Esq.

DEATH.

BAKER—February 3rd, at the European General Hospital, Bombay, Mr. Hugh Baker, Incline Guard G. I. P. Railway, Bhore Ghaut, Egutpoora, aged 34 years, deeply regretted.

OTHER PRESIDENCIES.

BIRTHS.

BARBER—January 30th, at Azimgurh, the wife of C. J. Barber, Indigo Planter, of a son.

BEVERIDGE—January 28th, at Barisal, the wife of Henry Beveridge, Bengal Civil Service, of a daughter, still-born.

COLDSTREAM—January 30th, at Umritsur, the wife of W. Coldstream, C. S., of a daughter.

GODFREY—January 31st, at Oomraolee, East Berar, the wife of W. P. Godfrey, D. P. W., of a daughter.

HOWATSON—January 30th, at Julpigoree, the wife of Fred. Howatson, Esq., of a daughter.

MORRIS—January 25th, at Nursapore, the wife of Capt. C. C. Morris, 8th Light Cavalry, of a daughter.

WESTON—January 23rd, at Secunderabad, the wife of Capt. G. E. Weston, 40th Regiment M. N. I. of a son.

DEATH.

BEVERIDGE—January 28th, at Barisal, Jeanie, the wife of Henry Beveridge, Bengal Civil Service, aged 19 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

THURSDAY, FEBRUARY 6, 1873.

THE Report of the Committee, appointed by the Government of Bombay, on the projected Carwar to Gudduck Railway, has at last been given to the public, and will be found in another portion of our issue of to-day, along with the Resolution which has been passed upon it by the wisdom of our local Government, which Resolution out-Herods the Report as much as the Report is more extravagant than the evidence on which it is based, and as the evidence on which the Report is based is more extravagant and one-sided than the more valuable evidence which might easily have been obtained if the Committee had been at all desirous to obtain it.

An ingenious attempt is made in the publication before us to show that no time has been lost in placing this Report at the disposal of the public ; for the Government Resolution is dated the 3rd of this month, and the Resolution and the Report were sent to us on the morning of the 5th. But this surprising and unusual promptness on the part of the Government is somewhat deceptive ; for the Report has been for weeks known to those who have an interest in pushing on the construction of the Carwar Railway, and it has been used for that purpose before its effect could be weakened, if not altogether destroyed, by its being subjected to competent and unprejudiced criticism. For several mails back the promoters of the Carwar Railway have been virtually in possession of this Report, and, even in the publication before us, a most extraordinary and quite ridiculous attempt is made to conceal its real date. It is hardly conceivable that a responsible Government should have recourse to so weak an expedient, but it is a fact that both the Report and the little P. S. to it are dated "Bombay, January 1873." That is rather an indefinite date to affix to a Report, but, with all its indefiniteness, is it even correct so far as it goes? We do not feel at all sure about the "January ;" for in the copy before us, both the cover and the title-page bear the printed date of "December 1872." We leave it for the public to judge whether the Government printers or the Committee themselves have been the most truthful in this matter. There is at least no doubt that the Report has been handed about Bombay for some time before it has been made public, and the reason for its being so is palpable enough.

As we have hinted, this Report is a fine example of the art of drawing a bigger conclusion out of a less, and thus proceeding by such gradual steps that the unwary reader is apt to overlook the enormous advance which is illegitimately made from the beginning. By placing a cottage on the top of a walking stick, and a house on the top of the cottage, and a palace on the top of the house, it may be possible to erect an imposing superstructure, but its stability is quite a different matter. An ill-selected Committee, having made a chary selection of witnesses, can easily draw from the evidence of these witnesses a little more than their evidence proves, and then the Government, in its Resolution on the Report of the Committee can easily go a great deal farther than the Committee have ventured. To be sure Messrs. Bythell and Bickerdike are among the witnesses, but then they were only examined very shortly and on such subjects as the quality of sawginned Dharwar cotton. Mr. Forde and Mr. Shaw, who have been identified from the commencement with the interests of the Carwar Railway, were the only Civil Engineers examined, not even Mr. Molseworth, the Consulting Engineer to the Government of India, or any independent Civil Engineer, being consulted. While two Captains of the late Indian Navy were examined no opinion was taken from any of the Mercantile Marine in regard to the capabilities of the port of Carwar. None of the Civilians acquainted with the Southern Mahratta Country were called as evidence. Neither was Mr. Halsey, who in his position as acting Cotton Commissioner and Reporter on Statistics to the Government of India, had reported so unfavourably on the estimates for the Carwar Railway. In fact it is quite a farce to present the evidence taken by this lob-sided Committee as constituting a competent inquiry into the prospects of such a railway, and we trust that the Government of India will take its inquiry for what that is worth.

Passing over for the present the relationship between the evidence and the Report, let us look at the prodigious leap which is made from the Report of the Committee to the Resolution of the Government. No Blondin swinging across the Crystal Palace ever managed anything like such a feat. We feel sure that even Sir Seymour Fitzgerald would never have put his name to this Resolution, and it is only men who have no future in official life who venture upon such things. This Resolution was passed upon the 3rd of February, upon last Mail day, and we cannot doubt, seeing the style of tactics pursued in favour of the Carwar Railway, that it was sent home by last Mail and would thus have a chance of working its intended effect before it could be overtaken by the destructive exposure which it is certain to meet with in Bombay. We doubt if the Report and the Government Resolution would have been published even now, had it not been for our short article on the subject on Monday giving some account of the contents of the former and calling attention to the fact that it had been given into Government weeks before.

We call attention to these tactics, because the Resolution itself makes such sweeping erroneous assertions, and assertions which find no support in the Report, that it is eminently calculated to deceive people who are ignorant of the subject of which it treats, and to impress them with the notion that, after a searching inquiry, the Carwar Railway has been proved to be just the thing which is wanted for Western India. We say the Resolution of the Bombay Government on this Report is grossly untrue in almost every paragraph, and if the Supreme Government submits that question to a Judge of the Supreme Court at Calcutta there can be no doubt as to what the decision upon it will be.

In the first paragraph of the Resolution we find "an expression of the opinion of this Government that the Committee have conducted "the inquiry with great care." How can that be, when no Engineer has been examined except two who have been identified with the promotion of the Carwar Railway, and when none of the public critics of the expense and traffic estimates have been examined with reference to these subjects (which the Committee was specially appointed to inquire into)?

In the second paragraph we seem to have compressed all Colonel Kennedy's indignation against the criticism to which his pet scheme has been subjected. It asserts that the result of the Committee's inquiry "is to disprove the vehement assertions made some time since to the "prejudice of the Carwar Railway scheme." Now has that inquiry established anything of the kind, or has it not rather established the very statements thus contemptuously alluded to? The only assertions unfavourable to the railway were those which were made in this paper in the Bombay Chamber of Commerce and by Mr. Halsey. The first and most important of these was the assertion that the estimate of the expense of constructing the Carwar Railway was a gross under-estimate ; and we find that the Committee of Inquiry makes an enormous addition to that estimate. The estimate of Mr. Shaw, the Chief Engineer of the Carwar Railway Survey, was Rs. 81,62,350 ; but even a notoriously favourable Committee has had to increase that to Rs. 11,000,000. The next most important point which was assailed in this paper and in the Chamber of Commerce was the probable traffic, which had been estimated at 85,000 tons, but that has been reduced by the Committee to 60,000 tons, or at a large decrease of about 40 per cent. Again, the estimate for cotton has been reduced by the Committee from 35,000 tons to 20,000 tons, or not very far short of one-half. Does this disprove "the vehement assertions made some time "since to the prejudice of the Carwar Railway "scheme," or does it not rather triumphantly establish them? We do not understand how Sir Philip Wodehouse should have appended his name to such a document, or, having allowed his name to be put to it as a matter of form, how he should allow his name to remain there. Where does he expect officially to go to?

These three facts, relating to the most important assertions made by the opponents of the Carwar Railway, are alone amply sufficient to prove the gratuitous and shameless falsity of this second paragraph of the Government Resolution, but there is even more evidence in the Report itself to the same effect. Thus one of the "

THE CARWAR RAILWAY REPORT.

To the Secretary to Government, Railway Department.

SIR,—We, the undersigned Members of the Committee appointed by Government Resolution in the Railway Department, No. 947, of 21st August 1872, to investigate the estimated returns on the proposed State Railway from Carwar to Gudduck, having regard to the line as an isolated railway, and taking into account possible extensions of it; and also to consider the question of the improvement of the port of Carwar, and the amount of trade which may probably be transferred to that port from others in the neighbourhood, —have the honour to submit the accompanying evidence and documents, and to make the following report.

2. From later Government Resolutions in the Railway Department, Nos. 1151 and 1178 of 1872, as well as from communications subsequently received from Government, we have understood it to be the wish of Government that our inquiry, as relates to the projected railway from Carwar to Gudduck, should not be confined to the traffic estimates of that railway; but should be deemed as involving the scheme generally, together with the extensions and alternative railways, proposed for the Southern Maratha Country, so far as we might be in a position to consider them.

3. Taking, first, the line from Carwar to Gudduck as an isolated railway, we beg to submit our opinion thereon under the following heads:—

I.—Probable cost of the line.

II.—Probable traffic.

III.—Probable working expenses.

4. I.—*Probable Cost of the Line.*

The estimate of Mr. Shaw, the Chief Engineer of the Carwar Railway Survey, for the High Level Ghaut Line, as last revised to accord with the views of Mr. Molesworth, Consulting Engineer to the Government of India, including 10 per cent. for superintendence, 15 per cent. for contingencies and maintenance for the first year, amounts to ....Rs. 72,88,350
Rolling-stock at Rs. 6,000 per mile ..... ,, 8,74,000

Total of Mr. Shaw's Estimate.....Rs. 81,62,750

5. We recommend that the estimate be somewhat increased, and that it stand as under—

Mr. Shaw's total, excluding Rolling-stock ...Rs.	72,88,350
(a.) Addition to rates for Works	5,00,000
(b.) Addition for Stations, Sidings, &c.	3,00,000
(c.) Addition to cost of Iron	3,00,000
(d.) Quarters for Staff	1,00,000
(e.) Propo tion of cost of Surveys	3,00,000
(f.) Further allowance for Superintendence.....	50,000
(g.) Wharf at Carwar	1,00,000
Rs.	89,38,350
(h). Rolling-Stock at Rs. 8,000 per mile.....	11,60,000
Rs.	1,00,98,350
Say Rs.	1,01,00,000
(i). Add for compensation for land and for interest during construction, about ..... Rs.	9,00,000
Making the total..... Rs.	1,10,00,000

6. Looking at the evidence of Major Greig, R.E., who was between two and three years Executive Engineer in Canara, and at that of Mr. LeMesurier, at the rise of rates, which, from experience elsewhere, may be anticipated, at the high ruling prices in the districts, and at the unfavourable conditions under which a great portion of the railway will be made, we deem it prudent to advise an addition, which we have calculated will amount to 5 lakhs, including contingencies, to Mr. Shaw's rates for work on the Ghaut district.

7. Mr. Shaw's estimate includes nothing for shops or machinery, very scanty station arrangements, and only 4½ miles of siding to 145 miles of railway. While we concur that the outlay upon shops and station buildings may judiciously be limited, we deem that it would be economy to make some provision for repairing shops and machinery; to give more accommodation at the stations, and especially at the largest stations; and to allow about 15 miles, or ten per cent. of sidings. The approximate addition under these heads, excluding wharfage conveniences at Carwar, we would enter at 3 lakhs.

8. Mr. Shaw's estimate for iron work, including rails at £7 10s. a ton, appears to have been based upon the comparatively low prices of the English market in 1869. Existing high prices will probably not be maintained; but, judging from the aspect of the iron trade, it would be wise to increase Mr. Shaw's prices by 25 per cent., which would involve an addition of about 3 lakhs to the estimate.

9. Mr. Shaw's estimate contains no provision for quarters for staff, which have to be given to a greater or less extent on every Indian Railway, and would be particularly necessary on parts of the country traversed by the Carwar line. For quarters we think 1 lakh should be entered, and the outlay under this head may possibly hereafter have to be increased.

10. We consider that the expenditure upon the surveys, including the proportion due to the Carwar and Gudduck Line of the outlay already incurred, should be shown in the estimate. We put it at 3 lakhs; and we think that the cost of the further surveys and exploration which we advise of the more difficult parts of the country traversed by the railway will be covered by savings on the works.

11. We think it advisable to add Rs. 50,000 to Mr. Shaw's allowance for superintendence, which has been calculated by him at 10 per cent. on his estimate of the cost of the works, excluding contingencies.

12. A wharf will, in our opinion, be required for the exclusive use of the railway at Carwar for the landing of material and stores required for its construction. As an approximate estimate for this work, including siding and road to some convenient point on the Carwar head side of Beitcal Cove, we have allowed one lakh of rupees.

13. Mr. Shaw and Mr. Forde assign Rs. 8,74,000 for rolling-stock, or at the rate of Rs. 6,000 per mile. Mr. LeMesurier allows the larger sum of Rs. 13,00,000, or at the rate of Rs. 9,000 per mile. Mr. Molesworth has transmitted to us an approximate detailed estimate for rolling-stock, which we give in the Appendix, amounting to Rs. 10,00,000, or about Rs. 7,000 per mile; but we notice that he has entered the engines at Rs. 15,000 each, which we think too low for the class of engines which would be required. At this stage it only seems to us feasible to form a general idea of the rolling-stock, and there will be ample opportunity before the time arrives for ordering the rolling-stock to gain more knowledge of the special and local wants of the line. Looking at the rolling-stock which has been found necessary on other Indian railways, and the cost of it; at the general estimates which we have seen for other narrow gauge lines; at the circumstances and comparatively short length of the Carwar railway; and giving full weight to the consideration that it is desirable to be moderate in rolling-stock at the commencement,—we think it would be advisable to insert Rs. 11,60,000 for that item in the estimate, or at the rate of about Rs. 8,000 per mile.

14. The compensation for land would probably not be a large sum. Mr. Shaw has included about Rs. 15,000 in his estimate. We think Rs. 50,000 would be a nearer calculation. There is also the interest on capital during four years consumed in construction, which, with the addition for land compensation, would be little less than 9 lakhs, and this might even be exceeded if the construction occupied a longer time.

15. We notice that the railway is intended to be on the narrow or metre gauge, and, not conceiving that the gauge question is comprehended in the reference to us, we offer no opinion thereon.

16. Looking at the evidence before us, at the result of the surveys hitherto carried out, and at the report of Mr. Molesworth made after personally going over the route of the line, we deem further careful surveys and examination of the Ghaut and difficult districts advisable before the railway through these districts is finally located. We think the probable saving in construction, and the riper knowledge of the country which would thereby be acquired by the engineering staff, would fully justify the expense and trouble of additional surveys. We advocate these additional surveys as a prudent and economical step in furtherance of the work, and do not wish that they be deemed, should Government decide to construct the line, as furnishing a reason for delay in the commencement at Carwar.

17. We have considered that the estimate was examined by Mr. Forde, by the Royal Engineer officers who advise the Bombay Government, and by Messrs. Molesworth and LeMesurier. We have accepted Mr. Shaw's quantities as essentially correct, and we have adopted his estimates with the additions made by us in this report. Provided, then, that the Engineering staff are guided by the extensive experience gained in past years in railway construction in India, and that competent contractors, with the best organization which that experience can suggest, be employed, we believe the railway from Carwar to Gudduck can be constructed and moderately equipped for about £1,100,000, including interest during the period of construction, being at the rate of £7,560 sterling per mile.

18. We, however, think it right to add that some unforeseen difficulties may possibly arise during the construction of the Carwar railway which cannot be fully provided for in any estimate. Among such difficulties, we recognize the unfavourable and unhealthy nature of the jungle and Ghaut country, the heavy rainfall on the Ghaut, the short duration of the working season, the uncertainty about labour and the rates for work, as conditions adverse to the economical and successful construction of a difficult railway, which would have to be encountered in a marked degree over about 60 miles of the Carwar line.

19. On the other hand, it is evident that the Carwar railway will receive the benefit of a saving in land carriage of materials by having its base of operations on the sea, and by its proximity throughout its entire length to a good cart road; and that it will enjoy the great advantage of an ample supply of timber of all kinds available in the forests of Canara.

II.—*Probable Traffic.*

20. It is not easy to make a trustworthy estimate so long beforehand of the traffic of any Indian railway, and particularly when a district not hitherto supplied with railway accommodation is opened out by a line starting from a new base about which opinions vary. We prefer to found our estimate on the existing trade of the country, rather than on the somewhat sanguine estimates of future traffic submitted to Government in 1869.

21. It is clear that the Carwar railway will have to depend largely for revenue upon the carriage of cotton from the Southern Maratha Country to the coast.

22. Considering the evidence, information, and returns before us, and assuming that, beyond the fluctuations arising from differences in seasons, no very material diminution occurs in the average annual export of cotton from the Dharwar and neighbouring districts within reach of the railway, the following, so far as we can judge, may be deemed an approximate estimate of the traffic which the Carwar to Gudduck Railway may be reasonably expected to obtain when in full work, within, say, 3 years after its completion:—

(a)	Cotton.....	20,000 Tons at Rs.	20	4,00,000
(b)	Salt	8,000 ,, ,,	6½	52,00
(c)	Timber.....	12,000 ,, ,,	5	60,000
(d)	Other Goods through and Local say.....	20,000 ,, ,,		1,75,000
	Total.....	60,000 ,,		
(e.)	Passenger traffic at Rs. 2,000 per mile.....			2,90,000
	Miscellaneous			25,000
	Total.....Rs.			10,02,000

23. The average annual quantity of cotton produced in the Dharwar and adjacent districts, Dharwar Native States, Nizam's Territory, and Bellary, within reach of the Carwar railway, calculated from the figures based on the land under cotton cultivation contained in the statistics furnished by the Collectors and other authorities, and compiled by Colonel Anderson, one of our members, appears to be a little under 30,000 tons, and we have reason to believe that while there have been variations in different seasons, the average production has been generally maintained during the more recent years. The Customs returns of cotton exported from the ports on the coast in any particular financial or calendar year do not give a correct idea of the season's yield, as the time at which the crop is sent to market is irregular, and part of the crop finds its way to Bombay by other routes. The estimate of about 30,000 tons agrees generally with such particulars as we have been able to collect in Bombay of the average annual quantity of cotton sold as "Saw-ginned Dharwar," and "Coompta." Of this tonnage we have assumed in our traffic estimate that two-thirds, or 20,000 tons, will be sent by railway to Carwar. Taking this at Rs. 22-8 per ton, a rate corresponding somewhat to that charged for unpressed cotton over the G. I. P. and Madras railways, it would yield a revenue of about 4½ lakhs. But if a proportion of the crop be pressed up-country, as we are told is likely to be done through European agency, lower rates, such as are conceded on other Indian railways for full-pressed cotton, may be expected by the merchants for full-pressed cotton over the Carwar railway; and if they are granted, it is evident that the railway receipts from cotton may be reduced. If we assume that half the crop is full-pressed up-country, and carried at two-thirds of the rate for unpressed cotton, the revenue therefrom would be Rs. 2,25,000 for unpressed cotton, and Rs. 1,50,000 for full-pressed cotton, making a total of Rs. 3,75,000. Against this decrease may be set a moderate reduction of working cost, cotton being cheaper to carry by railway in full-pressed bales than unpressed, and the decrease may also, sooner or later, be counterbalanced by the development of other traffic; but, in considering the revenue of the line, it is important that it should not be overlooked. In our traffic estimate we have entered the revenue from cotton at 4 lakhs.

24. With respect to salt, a letter from the Acting Collector of Salt Revenue is appended, giving his calculation of the salt traffic which may accrue to the railway. Seeing the large percentage he has added for diminution of smuggling and increase of trade owing to the railway, and the comparatively small deduction for local consumption below the Ghaut, we have reduced his estimate from 10,000 tons to 8,000 tons of salt at Rs. 6-8 per ton, which we deem a fair rate. The Collector of Salt Revenue has also in his 5th para. calculated an additional 3,000 tons of salt traffic as likely to go to the railway in the event of importation of salt from the Goa territory being prohibited. That measure would presumably lead to a greater consumption of salt manufactured in Canara, and would bring an addition to the salt traffic on the line; but as the measure is one entirely dependent on the views Government may adopt on a question involving many considerations of separate importance, we abstain from taking that part of the calculation into account.

25. The timber traffic, including firewood from the jungles to the districts above the Ghaut, bamboos for export, and logs, we estimate at 12,000 tons at Rs. 5 per ton, which we think reasonable. We annex a letter from the Deputy Conservator of Forests on the subject.

26. The other goods traffic, through and local, which the railway will command, is difficult to calculate; but, looking at all the circumstances and at the customs returns, and assuming that the railway will enjoy about the same proportion of the other trade as we have considered it may of the cotton, we think 20,000 tons, yielding a revenue of Rs. 1,75,000, a fair estimate. This is exclusive of cotton, salt, and timber, the three principal items of goods traffic which may be expected. About the grain traffic there seems much uncertainty.

27. The country between Gudduck and Hoobleo being rich and populous, the passenger traffic will be fair in the districts above the Ghaut, but on the rest of the line it will be light. We estimate it at an average of Rs. 2,900 per mile, the figure adopted by Colonel Trevor in 1869.

28. The foregoing traffic estimate for the Carwar railway shows a total revenue of about Rs. 6,900 per railway mile per annum, being slightly above that of the Madras railway, which earned Rs. 6,300 per mile in 1870 and Rs. 6,600 per mile in 1871, and considerably below the East Indian, Eastern Bengal, Great Indian Peninsula, and Bombay, Baroda and Central India lines.

29. Bearing upon the traffic of the railway is the question of the amount of trade which, supposing the railway to be made, will probably be transferred to Carwar from other ports in the neighbourhood. Taking the six ports of Rutnagherry, Vingorla, Carwar, Ankola, Coompta, and Honore, extending over 250 miles of coast, of which mention is made in the papers before us, we think that no part of the trade from Rutnagherry, and but very little of that from Vingorla, is likely to be attracted to the railway. From Coompta, which has a large trade, and is only 35 miles distant from Carwar, we are inclined to the view, that if the railway goods rates are judiciously arranged, a considerable but probably gradual transfer of trade to Carwar may be certainly anticipated after the completion of the railway, notwithstanding the opposition of local interests. A quantity of cotton from the country, even north of the proposed line of rail, does not now come down by the Arbyle Ghaut, but by the separate, somewhat longer, and more southerly road, from Sirsi to Coompta. The advantage and cheapness of the railway, however, as compared with carting down the Ghaut, would be so manifest, that there can be little doubt most of the cotton would soon use the railway, and the bulk of the other export and import trade would probably follow the route of the cotton. The trade of Ankola is insignificant, and that of Honore is small, but a proportion of it may be expected to go to Carwar.

III.—*Probable Working Expenses.*

30. Two detailed estimates of the cost of working the railway from Carwar to Gudduck are appended, one of which has been prepared by Mr. Forde, C.E., and the other by Lieutenant Sargeaunt, R.E., Government Examiner of Railway Accounts, to both of whom we handed the approximate estimate of traffic which we had drawn up. The working estimate of Mr. Forde amounts to 44 per cent., and that of Lieutenant Sargeaunt to 51½ per cent. of the approximate revenue of about 10 lakhs. Both these working estimates have been calculated with evident care and trouble; but in them, while much is well-founded, of course much is also assumed, and a variation of the hypotheses on which they are based would considerably affect them. The difficulty, to which we have alluded, in framing a reliable estimate of the amount of traffic which may be forthcoming over an Indian railway which will take four years to make, exists also in computing beforehand the cost of working; and on the latter question we prefer, on the whole, to refrain from details, on which there must be no little room for doubt, and to offer only a general expression of our opinion.

31. Mr. Curry, one of our members, considers that on the Carwar to Gudduck line, an isolated railway starting from a new and undeveloped sea-port, encumbered with a steep Ghaut and severe ruling gradients elsewhere, with works expensive to maintain, traversing a district where wages are high, with but a moderate traffic unevenly distributed throughout the year, and with the comparatively short mileage of 145 miles over which to spread fixed charges, the working expenses, even with the advantages of low speed and cheap wood fuel, equal to coal at about Rs. 12 per ton, will be heavy in proportion to the receipts. The working expenses of all Indian Railways for 1871 were 53·48 per cent. of the receipts; those of the railways in the United Kingdom for the same year were 48·16 per cent. of the receipts. Future railways will no doubt benefit by the experience which is being gained in railway administration in India, and economy should result from that experience; but the circumstances of the short Carwar Railway will cause its working cost to exceed the average of other lines in India; and it remains to be seen whether Government will practically be able to work State Railways cheaper than the Companies work Guaranteed Railways. Colonel Trevor in his Report of 1869, and Mr. LeMesurier in his evidence before us, put the working expenses generally at 66 per cent. of the receipts. Mr. Curry thinks it would not be prudent to estimate them at less than at 60 per cent. of the receipts, being 6 lakhs of the computed revenue of 10 lakhs.

32. Lieutenant-Colonel Hancock, another of our members, is of opinion that Lieutenant Sargeaunt's estimate is a fair general guide, and that the working expenses may be taken at about 55 per cent. of the gross receipts. He points out that the Madras Railway with gross receipts of £660 per open mile, and the Great Southern of India Railway with only £425 per open mile, both burning wood fuel, worked during 1871 at 51½ and 55 per cent. respectively. He lays stress on the general concurrence of opinion of those best qualified to judge, that the working expenses on the Indian guaranteed lines are higher now than they will be in the future, and on the efforts that are being made to reduce them; and considers it certain that greater economy will result, and that there is no reason to suppose that the State Lines hereafter opened will not benefit by the experience which is being gained in the management of traffic. He points out that in certain items, such as Home charges and Indian agency and audit, the fact of there being a general establishment for the entire system of State Railways ought to result in moderate fixed charges, that the Carwar line, though it will labour under the disadvantage of a Ghaut and steep gradients, indifferent climate, a high rate of wages, and somewhat high charges for ordinary maintenance, will, from its situation, probably enjoy immunity from extraordinary casualties, from floods such as have swelled the maintenance charges on many other lines; while the low rate of speed proposed—15 miles an hour being understood to be the maximum—should tend to lower charges for repairs due to wear and tear as well as for locomotive working

On the whole, Lieutenant-Colonel Hancock is of opinion that if by the time the Carwar Railway is carrying the traffic, and earning the revenue estimated by the Committee, its working expenses exceed 55 per cent., the management will be greatly in fault, and that this percentage, which would give 5½ lakhs of the estimated revenue of 10 lakhs, may beadopted by the Committee with perfect safety.

33. A majority of the Committee concur with the opinion of Colonel Hancock as stated at the end of the preceding para.

34. The figures adopted by a majority of our Committee would thus leave a net profit of 4½ lakhs, equal to 4·09 per cent. per annum on a capital expenditure for the railway of £1,100,000 sterling. Mr. Curry's figures would leave a profit of 4 lakhs, equal to 3·63 per cent. per annum on the same capital expenditure.

Port of Carwar.

35. The harbour of Carwar may be thus described. From 10° west of north, round by east and south to west, 280°, the harbour is formed and protected by land. From west 80° towards the north the harbour is open to the sea.

36. From north-west towards north, at a distance of 2⅝ miles from the anchorage, there are two islands, Deoghar and Cormaghar, which form a natural breakwater is that direction of about 1,000 yards in length.

37. The oyster islands, which are situated a few degrees north of west are distant upwards of three miles from the anchorage. They lie end on towards the harbour, and afford little or no protection to the port.

38. From the low, sandy beach, which has a direction nearly north and south, a spur of the Carwar hills runs out due West into the sea for a distance of about 3,800 yards, or 2 1/6 miles. The end of this spur, which has an extreme elevation of 640 feet above the sea and is detached, is called Carwar Head. It has a breadth of about 1,500 yards, and is joined to the mainland by a low isthmus 500 yards in width. The sea thus intervenes between Carwar Head and the mainland for nearly 1,000 yards, and this inland bay, which is shallow at its upper end, and has 15 or 16 feet of water at low tides at its mouth, is called Beitcul Cove.

39. Beitcul Cove affords complete protection to native craft, and small steamers can anchor at its mouth in perfect safety at all seasons of the year.

40. The port of Carwar, where steam-ships and vessels of larger size are moored, or lie at anchor, is outside Beitcul Cove. This port is well protected by Carwar Head from west to south, and, therefore, is fairly sheltered from the south-west monsoon swell. But a vessel moored in the centre of the protected area marked on the chart by the port officer is exposed to the open sea from 3° south of west towards the north; and a ship anchored near the outer edge of this area would be exposed to the open sea from about 16° south of west.

41. The soundings in the protected area of the port of Carwar give a depth of 22 feet at low water spring tides, and we are of opinion that probably a dozen vessels, drawing not more than 17 or 18 feet of water when laden, could be accommodated in the port at one time, and be fairly protected at all seasons. As regards vessels of a greater draft than the above, it will be seen from the evidence of Captains Hewett and Parker, that vessels drawing, say, from 20 to 22 feet of water could safely load in the port in fair weather with smooth water; conditions not to be expected at the close of the busy season just previous to the setting in of the south-west monsoon.

42. On this subject we would offer an expression of our opinion from the nautical evidence, that a heavily laden ship, drawing upwards of 18 feet of water, could not prudently be detained at Carwar in the present condition of the harbour as late as the first burst of the monsoon.

43. Bearing in mind the supersession of sailing vessels by steam-ships, which has received so great an impetus since the opening of the Suez Canal; the amount of trade which might be expected at Carwar for some years to come should the railway be made; that the trade will mostly flow to and from Bombay, and consequently the port of Carwar is not likely to have for many years a large direct trade with Europe; that a steam-tug might be kept at Carwar at the disposal of the port officer, which would afford assistance to shipping requiring to put to sea,—we would not recommend the adoption of any large and expensive project for the further protection of this port. The port with a few minor improvements to be mentioned may be left as it is for the present. If the railway be made, and, after a while, the trade prove of sufficient importance to warrant an expenditure for enlarged accommodation for shipping visiting the port, it will then be time enough to determine the nature of the works to be undertaken.

44. We wish it, however, to be clearly understood that should Carwar ever become the port, or base, of a system of railways, and its trade receive great development, it will undoubtedly be essential that harbour works of some magnitude be undertaken which would add to the limited sheltered accommodation at present available for shipping.

45. Should the Carwar State Railway be decided upon, we recommend that the undermentioned minor works be carried out at Carwar:—

(a) That the railway have its own pier for the landing of its material, which pier should, we think, be built on the Carwar Head side of the Beitcul Cove;

(b) That the present pier be carried out further into the sea, and that the whole structure should be well protected from the concussion of cargo boats by fender piling;

(c). That the wharf be extended seawards, either by solid construction or by staging, south of the present pier, to enable cargo boats and native craft to load and unload at the wharf in Beitcul Cove at all times of the tide;

(d) That the holding-ground at the anchorage at Carwar being muddy and bad, a sufficient number of moorings be laid down in the port.

46. The probable cost of these works would be about three and half lakhs of rupees. The first item would be a charge against the Carwar Railway, and its cost may be assumed, including sidings and cranes, at one lakh. The other improvements recommended would not form a charge against the railway.

47. We are of opinion, that the present quay and road at Carwar should be retained for the use of the public, and that the ground between the present pier and the Executive Engineer's Storeyard should not be included in the railway premises, though it will be desirable to lay a siding on to the wharf, so that goods may be transferred direct from the railway waggons to the ships. With an increase of trade, much quay and storage room will be required between the railway and the pier, and the available space is not very extensive, and cannot be much increased, in consequence of the hills rising so abruptly from the sea.

Alternative Lines, Extensions, and Southern Mahratta Railway system.

48. Adverting, next, to the alternative lines and extensions which have been proposed for the Southern Maratha Country, the first question which offers itself for consideration is as to the relative advantages of the railway from Carwar to Gudduck, or of a railway from Deksal, or Sholapore, or some point on the G. I. P. Railway to Hoobli-, or some central point in the Dharwar cotton field. This is the question which, with particular regard to its bearing on the trade of Bombay, was discussed by the Chamber of Commerce in July last.

49. The case for the Carwar Railway is, briefly, that it would open up from the coast the rich, populous, and cotton-producing Dharwar districts, at present unprovided with railway accommodation, and connect them by the shortest route with what we may term a new port on the Western coast of India. That the substitution of a railway for a difficult ghaut road would be a great boon to those wealthy and somewhat inaccessible districts, and particularly as regards the transport of cotton and salt, and the opening out of the Canara forests, is obvious. It may also be remarked that the bulk of the trade of those districts has always hitherto flowed through different channels to and from the coast. But it should be remembered that the chief market for the cotton is Bombay, and that most of the cotton would have to be conveyed 300 miles from Carwar to Bombay by sea. Direct shipments from Carwar to European ports would, we are informed, be occasional, as the option of the numerous steamers leaving Bombay for Europe would in practice be preferred. We learn that last season the direct shipments from Carwar to Europe greatly exceeded those of any previous season.

50. The case for the alternative railway, which we will call the Deccan line, is, that it opens up the districts south of the G. I. P. Railway and the Southern Maratha Country from the interior. The alternative lines which have been suggested, and which, so far as we can judge, appear suitable, are either from Sholapore to Hoobles, now under survey, about 200 miles, or from Deksal to Hoobles, about 240 miles. Either of these lines would connect the Dharwar districts with Bombay—the first by a route of about 482 miles of railway, of which 282 miles form part of the existing G. I. P. Railway; the second by a route of about 423 miles of railway, of which 183 miles form part of the existing G. I. P. Railway.

51. No regular survey or estimate of either of these Deccan lines has yet been completed, and either would involve a considerable amount of bridging. In contrasting the schemes, however, we assume that the Deccan line of 200 miles from Sholapore would cost less per mile than the Carwar line of 145 miles, and about 15 lakhs more total capital outlay than the Carwar line, that the Deccan line of 240 miles from Deksal would also cost less per mile than the Carwar line of 145 miles, and about 40 lakhs more total capital outlay than the Carwar line.

52. Cotton from the Southern Maratha Country to Bombay would be conveyed cheaper by the Carwar route, than by the Deccan route, but the amount of the difference in carriage would depend on the mode in which the rates were arranged. Taking the rate over the Carwar Railway which we have assumed in our traffic estimate, and a moderate sea freight, the cost by Carwar would stand as under—

	Per ton.
Railway to Carwar	20
Steamer to Bombay, including Insurance	17
Rs.....	37

The cost from Carwar to Bombay by native boats might be lower, but the charge appears to vary with the season of the year and to be heaviest in the busy months, and the mode of transport is less certain.

53. If we apply the same mileage rate for cotton to the railways on both routes, the cost by the Deccan route is of course much higher, and the advantage by the Carwar route considerable; but it is reasonable to suppose that the railway rates would be adjusted to meet competition or to suit circumstances, and it would be feasible to carry cotton by the Deccan line and G. I. P. Railway at a through rate only so much higher than the through cost by Carwar, as fairly to represent the greater certainty and superiority of a through railway route of say 450 miles over a part railway, part sea route, of 410 miles. For example, a rate of 18 pies per ton per mile would amount to about Rs. 42 per ton for 450 miles, which would compare with some of the rates actually charged for cotton on the G. I. P. and B. B. C. I. Railways. For full-pressed cotton the balance of advantage would incline to the Deccan route, as full-pressed cotton can be carried by railway at a lower mileage rate than unpressed cotton. But for unpressed cotton, except, perhaps, during the monsoon, the balance of advantage would lie with the Carwar route.

54. Against any moderate difference in favour of the Carwar Railway and sea route in the cost of the conveyance of cotton to Bombay, should be set the greater certainty of the Deccan Railway route; and, according to the expressed opinion of the merchants of Bombay, the latter seems to be more appreciated than the former.

55. Either of the Deccan lines would cross a number of trade routes to and from the coast, would intercept much of the Vingorla trade, open out and connect with the Indian Railway system a greater extent of country, and, we are informed, serve a larger population than the isolated Carwar line. The celebrated Pandepore fair on the Bhima, near Sholapore, has three fairs annually, the attendance at each varying from fifty to seventy thousand persons, which would form an important feature in the passenger traffic of the alternative Deccan line. The Deccan traffic, both in passengers and goods, would probably exceed, and be more likely to expand, than that of the isolated Carwar line; but the Deccan mileage rates for cotton and certain descriptions of goods would be less, as the rates for such traffic would have to be concerted with the G. I. P. Railway Company on a low mileage scale for long distances.

56. The population on the coast and for some miles inland from Carwar is large and thriving, with Gokurn, the site of a celebrated jutra or fair, and Coompta some miles distant to the south. After leaving the more open country, which has good rice cultivation of the sweet and salt batty kinds, and a large manufacture of salt, the line approaches Arbyle Ghaut, from the ascent of which, through Yellapore as far as Devikop on the Dharwar frontier, there is a continuous forest, except for a limited area of rice and dry crop cultivation round the scattered villages. Yellapore is the chief town of a talooka, or civil sub-division of a collectorate. It is not now a place of much trade, but would assume importance as a principal station in the proposed railway, especially as a central depot for the export trade, timber and firewood, from the Canara forests. Kulghutgee, Turras, and Misreskota towns containing from two to four thousand inhabitants, with a trade in rice, spices, grains and a little cotton—are near the line of proposed railway. Hoobles, a town of about 40,000 inhabitants, is an emporium of the traffic of the surrounding districts in cotton-cloths, cotton, grain, and metals, especially copper. From Hoobles to Gudduck the line traverses the rich Dharwar cotton field. Other considerable towns on or near the line are—

	Inhabitants.
Kundgol (Jazheer)	8,000
Anigeree	6,983
Mulzund	7,183
Gudduck	10,320
Betigeree	8,716

Gudduck, though in point of population far inferior to Hoobles, is a principal mart for raw cotton, and a general trade is carried on at this place and at Betigeree, which adjoin each other, so as to constitute one municipal township. There are large jutras or fairs within easy reach of the Carwar to Gudduck line at Hoolgoor, Yemanur, Gudgudopore, and Betigeree, the annual attendance at which amounts to ten thousand, twenty thousand, ten thousand, and fifteen thousand persons respectively.

57. The Carnatic jutra of Yelumu near Soundutti, in the Belgaum collectorate, about 30 miles from Dharwar, has an annual attendance little short of Pundherpore, or of from one hundred and fifty to two hundred thousand persons, and would furnish passengers to both the Carwar and Deccan lines.

58. If it was proposed to make one railway only into the Southern Maratha Country, and if the practical alternative rested between a railway from Carwar to Gudduck, or a railway from Sholapore or Deksal on the G. I. P. Railway to Hoobles or some point in the centre of the Dharwar cotton field, we are of opinion the latter or Deccan line is the one which, as a commercial enterprise, would best answer for Government to undertake as an extension, if possible, of the guaranteed G. I. P. Railway, the receipts of which would be enhanced by the traffic therefrom. The chief reason against the Deccan line is that adduced by Colonel Trevor in the latter portion of his Report of 29th September 1869:—"That it would not be as beneficial to the cotton interest as a railway from the cotton districts to Carwar." But on consideration of the two schemes, and after the full expression of mercantile opinion thereon, which has lately been given by the Chamber of Commerce in Bombay, it appears to us doubtful whether the Deccan line, on account of its greater certainty as a means of transport of cotton to market, would not really serve the cotton trade as well as the isolated Carwar line, while in most other respects, so far as we can judge, the Deccan line seems preferable to the isolated Carwar line.

59. We gather, however, from the papers before us, that the Government of India, entertaining a larger view of the question, intend to design, and eventually carry out, a regular system of railways in the Southern Maratha Country, starting from a fresh port on the western coast of India, and opening out a new railway route for trade and produce from, and to, the centre of the Indian Peninsula. There can be no question of the general public benefit which would result from the completion of such a railway system, which would of course connect Carwar with both the G. I. P and Madras Railways; and the intimation that such a scheme is contemplated by the Government of India, renders it less necessary to weigh the merits of different lines as alternatives, than to consider the order of priority in which Government might be advised to undertake those lines for which a sufficient case exists.

60. Accepting the larger view of the Government of India in favour of the development of a regular system of railways in the Southern Maratha Country, we recognize that there are advantages in beginning from the coast as the base of operations, and giving as a commencement railway communication between Carwar and the cotton district above the Ghauts. But we submit that the first length of railway to be undertaken should be, not an isolated line from Carwar to Gudduck, but a line from Carwar extending beyond Gudduck, to a junction with the Indian system at Bellary, on the Madras Railway, 99 miles directly east of Gudduck.

61. No regular estimate has yet been made of the line from Gudduck to Bellary, but Mr. Shaw in his evidence put it generally at £4,000 to £4,500 per mile; adding rolling-stock, &c., the cost might be about £5,500 per mile, which for 90 miles would be £495,000, or, say, 50 lakhs. We are informed by Colonel Hancock, one of our members, who has been over the route of the line, that the works would be uniformly light with the exception of the bridge over the Toongabudra River. The country from Gudduck to the Toongabudra, about 50 miles, is of the same general character as the Dharwar districts above the Ghaut, traversed by the railway, and is well-cultivated. Between the Toongabudra and Bellary, 40 miles, the country is not so good, and the cultivation is less—it suffers in most seasons from scarcity of water. Bellary is a military station, and the population, including the cantonment, amounted, according to the last census, to 51,145.

62. Adopting, as we do, the view of the Government of India, it seems to us to need little demonstration, looking at the geographical position, at the results to be anticipated, from railways, and at the nature of the country to be provided with railway accommodation, that the first link of the Southern Maratha Railway system to be undertaken should be, not one affording a communication between the new port of Carwar and the Dharwar districts only, but one forming a connection between Carwar, the Dharwar districts, and the existing Indian Railway system. We think that a railway from Carwar to Bellary, constructed and equipped for about £1,600,000, will enjoy a traffic more susceptible of expansion, and be likely in itself to be more profitable to Government, and much more beneficial to the trade and the people, than an isolated railway costing £1,100,000 from Carwar to Gudduck only, a gap of 90 miles being left between Gudduck and Bellary.

63. The Southern Maratha Railway system will not of course be complete without extensions from some central point such as Hoobles, northwards to the G. I. P. Railway, and southwards towards Mysore, and eventually to Bangalore. But the Carwar to Bellary line should be undertaken in the first instance, and the north and south extensions might be considered later. It may, however, be found advisable to carry out at an early period the first short section of the southern extension for 30 miles, from some point near Hoobles to Bunkapore, which could, we are informed, be made at moderate cost, would serve a rich and populous district, and would enable the railway better to command the cotton and other traffic to, and from, the coast.

64. We acknowledge, as relates to the question of the continuance of the demand for Indian cotton raised with reference to the Carwar Railway by his Grace the Secretary of State, in despatch to the Government of India No. 94 of 14th August 1872, that the commercial result of that railway must depend greatly upon the quantity of saleable cotton produced in the Southern Maratha Country and carried over the railway. We have deemed it expedient to examine on the subject of that cotton several of the leading merchants of Bombay representing the views held on both sides in the recent debate on the Carwar Railway at the Chamber of Commerce, and we commend for the consideration of Government the evidence which those gentlemen have been so good as to give. The general cessation of demand for, and consequent diminution of, production of Indian cotton, beginning with the lower classes of the staple, resulting from increased quantities of better cotton from America, is a possible contingency no doubt to be feared; but it seems to us to be a matter of opinion, and it opens a wide general question, the full discussion of which is scarcely within the limits of this report. It is clear, however, that the surest mode by which Indian cotton, and particularly such a cotton as the exotic saw-ginned Dharwar, can continue saleable at a remunerative price in the face of augmented supplies from other countries, is by permanent improvement in its cleaning and preparation; and the importance of this cannot be overrated.

65. The export of cotton from India to the United Kingdom may have fallen off in some years, since the American war, owing to the preference given by English spinners, to superior cotton from America; but the demand for Indian cotton on the continent of Europe has largely increased and the exports from India of the Mediterranean ports appear, according to the statistics published in the *Gazette of India* of 16th November 1872, to have advanced from £148,994 value in 1867-68 to £1,465,785 value in 1871-72. Of the last saw-ginned Dharwar cotton crop we are informed that about three-fourths was consumed on the continent, chiefly in Russia. So far as we can form an opinion on the position and prospects of Indian cotton, we think that India will preserve her cotton trade, and that, in considering any railways in the Southern Maratha Country, it may reasonably be assumed that the cotton production of that part of India will be maintained.

66. In para. 19 of the Secretary of State's despatch before-mentioned, the quantity of raw cotton exported from British India during each of the six years ending 1870-71, is quoted, and attention is drawn to the apparent decline in the exports which the figures exhibit. But, according to the official return published in the supplement to the *Gazette of India* of 16th November 1872, the export of raw cotton from British India during the year 1871-72 amounted to 809,246,087 lbs. of the value of £21,272,436 sterling, the figures being nearly equal to those of 1865-66, and much higher than those of any intervening subsequent year. It is right, however, to add that these figures, which are for the financial year ending 31st March, do not give a correct indication of each season's crop, and should be accepted with reserve for purposes of comparison, as the periods at which the crop is ready in the districts and is exported are irregular, and vary in different years. For instance, the cotton crop of the season 1871-72 was unusually early in Western India, and a much larger proportion of it was shipped prior to the 31st March 1872, than was the case with the crop of 1870-71 prior to the 31st March 1871, or than will probably be the case with the crop of 1872-73 prior to the 31st March 1873.

67. Adverting to para. 33 of the despatch of the Secretary of State, calling for certain information relative to the districts which will be served by the line from Carwar to Gudduck, a statement is appended showing the estimated area and population per square mile, and the extent of land in acres, of which about one-third is capable of cultivation with cotton annually by rotation.

68. The majority of the population, as almost throughout India, is agricultural, and 30 per cent. would be an outside estimate of the proportion employed in trade, manufacture, and other non-agricultural pursuits. As regards the portion included in the Bombay territory, comprising an area of about 7,110 square miles, the

FIRST CRIMINAL SESSIONS.

YESTERDAY at the Criminal Sessions of the High Court, the following cases were tried before Mr. Justice Bayley and a common jury :—

THE SURAT CONSPIRACY CASE.

The case against Parbhoo Curson, Lalla Bhicka, Mohundas Gopaldas, Kessowdas Jankeedas, Noor Mahomed Dadabhai, Abdool Rahim, Goolam Rassool, and Bhawa Nensey Buggywalla, on a charge of abetting the fabrication of false evidence and giving false evidence in a judicial proceeding, was resumed. The prisoners concocted evidence on which three Brahmins were convicted by the Sessions Judge of Surat of robbery and causing hurt to Pittamber Sewram, and were sentenced to three years' rigorous imprisonment. They remained in jail for nine months, when the revelations made in what is known as the "Ahmedabad Conspiracy Case" led to their release and the apprehension and prosecution of the men now on their trial. Mr. Ferguson appeared for, the prosecution; the prisoners were undefended.

After one witness called by the fourth prisoner for his defence had been examined, his Lordship summed up the case to the jury. They convicted the prisoners on all the counts of the indictment. Sentence reserved.

CHEATING A PEARL MERCHANT.

Himutlal Dhurumlal was charged with cheating and thereby dishonestly inducing a delivery of a quantity of pearls to him. Mr. Pherozsha M. Mehta appeared for the prosecution; the prisoner was undefended.

Mr. Pherozsha, in addressing the jury, said the facts of the case were very few and very simple; and he would state them very briefly. It was an ordinary case of obtaining goods by false pretences. The prosecutor was a pearl merchant, and in September last the prisoner went to him enquiring for pearls, saying he had a buyer for them, and that if prosecutor would let him have them, and if the buyer approved, he would bring him the money for the pearls. Prisoner then selected some pearls and made an entry in prosecutor's book to the effect that he had taken the pearls for approval. The next day prisoner neither brought back the pearls nor the money. Prosecutor went to search for him and found him that evening. Prisoner in explanation said the pearls were with the buyer and that he would get them back the following day. He did not appear again. Prosecutor got alarmed and made a report to the police. A warrant was issued for his apprehension, but he absconded and was not arrested until a month afterwards. The pearls were traced to a Marwaree shopkeeper with whom prisoner had pledged them. If the jury believed that prisoner dishonestly induced the prosecutor to part with his pearls on a false pretence, it was, the learned counsel said, their duty to convict him; and if they believed that he had no dishonest intention, they were bound to acquit him.

The jury upon the evidence convicted the prisoner, who was sentenced to one year's rigorous imprisonment.

THEFT OF ORNAMENTS.

Murree, an old Maratha woman, was charged with the theft of two gold ornaments, the property of Venayek Ramchunder. Prisoner was a friend of the prosecutor's family and used to go and live with them. On the 7th October last, she went and stayed about a week in prosecutor's house. One day during her visit, whilst prosecutor was placing some ornaments in his box, she went and stood close by and enquired of him the price of each of the ornaments. About three weeks after she left the house prosecutor missed two of his ornaments, of the value of nearly Rs. 300. He suspected the prisoner, and having made a report to the police, went to her native village Wola, near Tanna, and brought her to Bombay in custody. In consequence of information received, the police succeeded in recovering portions of the missing ornaments in Bombay, Waddaolee, and Tanna.

The prisoner was convicted and sentenced to be imprisoned for one year.

ENTICING AWAY A MARRIED WOMAN.

Narayen Dewjee was charged with enticing away a married woman and with theft of a gold ornament. The prosecutor, Syboo Nursoo, a bricklayer, had been married for the last nine years to his wife Bheemee, a miserable specimen of a poorly-fed Maratha girl, of about sixteen years; and lived with her in a hut at Gowalia Tank road. The prisoner was in the habit of visiting a neighbour's house to say prayers; and had evidently been cultivating friendly relations with Bheemee without the knowledge of her husband. On the evening of the 2nd December last, prosecutor left his house for purchasing ghee, and as he was going along the road, he observed the prisoner standing near a tank. On his return home, he missed his wife whom he had left in the house, as well as a gold ornament, which was kept concealed in a heap of rice in his house. Knowing that the coast was clear, prisoner had gone to his (prosecutor's) house, had induced Bheemee to go out with him, and having put her in a bullock hackery, had driven with her to the bunder, where they took a small boat to Elephanta. They marched through a jungle on foot to Panwell, and in the jungle she gave the ornament to prisoner. Prosecutor, on missing his wife and his property, made a report to the police. He then proceeded to Panwell and there found his wife. Prisoner had, meanwhile returned to Bombay and had been taken up by the police. Prosecutor also returned to Bombay the day after the prisoner's apprehension and charged him with enticing away his wife and with theft of his ornament.

His Lordship said that Elephanta was beyond the jurisdiction of the High Court, and as the theft of the ornament was alleged to have occurred in a jungle there, his Lordship directed the charge of theft to be withdrawn.

The evidence for the prosecution had not closed when his Lordship adjourned the case until this morning. The jury were discharged with the usual caution.

SENTENCE.

At the rising of the Court, the seven prisoners in the Surat Conspiracy case were placed in the dock to receive sentence.

His Lordship said—Prisoners at the bar, you have been convicted of as infamous a conspiracy as I ever heard proved in a court of justice. You, Bhawa Nensey Buggywalla, have taken the most active part in it from the commencement, and through your instrumentality and that of the six other prisoners, who gave evidence before the Sessions Judge of Surat, you procured the conviction of three persons who were perfectly innocent, and who, but for the intervention of Government, would have still been working out their sentences for an offence of which they were perfectly innocent. The offence of giving false evidence is becoming very common in this country; and it is, therefore, my duty to give you the heaviest punishment that it is in my power to give. The sentence upon you, Bhawa Nensey Buggywalla, is that you be kept in rigorous imprisonment for seven years, this sentence to commence on the expiration of the seven years to which you have been sentenced in a similar case of conspiracy. His Lordship then sentenced each of the other six prisoners to rigorous imprisonment for seven years.

ADEN NEWS REPORT.

24TH JANUARY.

RAIN has fallen daily in the Lahej territory and the adjoining districts during the past week, and there have been slight showers in Aden.

THE VICEREGAL COUNCIL.

THE following is the list of business which was to be brought forward at the Meeting of the Council of the Governor-General of India for the purpose of making laws and regulations, on Tuesday :—

1. The Hon'ble Mr. Hobhouse to introduce the Bill to consolidate the law relating to oaths and affirmations, and to move that it be referred to a Select Committee with instructions to report in a month.

2. His Honour the Lieutenant-Governor to move as an amendment, that the above Bill be removed from the list of business before the Council.

3. The Hon'ble Mr. Hobhouse to present the report of the Select Committee on the Bill to prolong the law relating to appeals and reviews of judgment in the Punjab.

4. Also to present the report of the Select Committee on the Bill for the levy of Port-dues in British Burma.

5. The Hon'ble Mr. Egerton to move that the further report of the Select Committee to the Bill to regulate irrigation, navigation, and drainage in Northern India, be taken into consideration.

6. His Honour the Lieutenant-Governor to move that Section 45 be omitted, and that the numbers of the subsequent sections be altered accordingly.

7. The Hon'ble Mr. Egerton to move that the Bill as amended be passed.

MARAVILLA COCOA.—Opinions of the Press.—"Those who have not yet tried Maravilla, will do well to do so."—*Morning Post.* "It may justly be called the perfection of prepared Cocoa."—*British Medical Journal.*

MARAVILLA COCOA.—The *Globe* says, "Taylor Brothers Maravilla Cocoa has achieved a thorough success, and super-cedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage."

HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS under the absest homœopathic advice aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by Taylor Brothers, the largest manufacturers in Europe, and sold in tin-lined packets only, by Storekeepers and others all over the world. Queen Road, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

THE MADRAS RACES.

FIFTH DAY, SATURDAY, 1st FEB. 1873.

THE fifth and last (regular) day's racing came off on Saturday afternoon. No less than seven events were entered on the card, but of these two were run a match, and the race for "The Diana Stakes" was deferred till Tuesday morning when, in addition, there will be, we are informed, pony and hack races and a scratch steeple-chase. The first race run on Saturday was a so-called "Match" between two Arabs, the one being Akbar and the other Corsair, hitherto unknown to fame, and likely, judging from his performance, to remain so. The race was a complete farce, Corsair being neither able to go nor to "stay," and being brought heavily to the whip, to keep him moving at all. In the first half mile he was hopelessly beaten from the start, and ultimately walked in a distanced and disgraced quadruped. Philip burst a blood vessel (as on a previous occasion) in the Amateur Handicap, and should not, we think, have been brought out. Satanella and Atalanta ran a dead heat, the decides being credited to the former's account.

Hadji took Glenshaw's place for the Poodoocottah plate, and Kildare made the running, Selim and Hadji lying close up, and Marquis well in the rear. He never quite got up, and we imagine that his distance is not two miles. It is Selim's, and he came to the front outside of the half mile post from home, and won with no difficulty, Marquis a bad third, but not ridden out, Tyrrell wisely abstaining from punishing his pet when he found that he could not win. Timber-top, carrying the highest impost, won the Trades' Cup in 3m. 56½, taking the lead from the start and keeping it to the finish. Putney ran a good second to his stable companion, and Wenlock whipped in to the last, coming up the cords in a sulky half-hearted manner, the pace (1-47) at which the first mile was run told on him we imagine, and we doubt his being a good two-mile at the best of times.

The shadows were lengthening fast as Napoleon and Rarey came out for the Steeples. Viking was scratched, his owner not choosing to crush his good horse with such a steadier as 12st. 7lbs. Westward Ho, by a private arrangement, and with the consent of the Stewards, went to the post to allow of the winner claiming the added money. He was pulled up by order, after taking the first jump. Napoleon, jumping in his usual grand form, won by five or six lengths at least from Rarey, who, however, would, we think, have beaten him home had he not fallen at the embankment where Westward Ho came to grief on the third day. It is rather an awkward jump, and too near home as a beaten horse is very likely to fall at it, and it ought never to be ridden at very fast, a horse requiring to collect himself and to be well pulled together before rising. In this instance, Rarey kneed it, and gave Andy Clarke a nasty fall breaking his collar bone and rolling over him. We cannot too highly commend his pluck in getting on to his horse again and riding him gamely and vigorously out to the finish. Napoleon however had got too long a start and won, holding.

To our unfeigned satisfaction, and that of many others, if we may judge from beaming countenances and congratulatory cheers, Melbourne won the Beaten Handicap with plenty to spare, going a good deal in his glorious old form, and beating at any rate two good horses. He was capitally ridden by Aspinwall, who we are glad to hear, received the humane orders not to force the game old horse on any part of the race if he showed the least signs of distress.

THE AMATEUR HANDICAP.—Rs. 200. ¾ mile

	st. lb.		
Merry Confederates' ...g s h Selim	9 7	.....	1
Merry Confederates' ...g s h Kildare	8 9	.....	2
Mr. Covey's ..... b s h Marquis...	9 10	Tyrrell	3
Ally Asker's ..... Hadjee	8 10	.....	4

Time—59, 1m. 28½s., 1m. 57s., 2m. 25s., 2m. 55s., 3m. 56½s.

THE TRADES' CUP.—A piece of plate valued Rs. 750, presented by the tradesmen of Madras. 2 miles.

	st. lb.		
Mr. Covey's.....b w g Timbertop...	8 10	Walsh	1
Mr. Covey's.....b w g Putney	8 12	.....	2
Mr. Covey's.....b c m Bridesmaid.	10 2	Hastings.....	3
Mr. Bell's.....b w g Wenlock ...	9 0	Tingey.....	4

Time—3m. 56½s.

A MATCH—Weight for age. 2 miles.

Ally'Asker's.....ch a h Akbar		Hackney.....	1
Mr. C.'s.....g s h Corsair		Cozens...distanced.	

THE GREAT EASTERN STEEPLE CHASE.—Rs. 400, added to a handicap. About 2½ mile.

	st. lb.		
Mr. Major's.....g w g Napoleon...	11 0	Owner	1
Mr Miller Gordon's.b w g Rarey	10 8	Andy Clark (fell).	2

THE BEATEN HANDICAP.—Rs. 500. For all beaten horses. Entrance Rs. 30. One mile and a half.

	st. lb.		
Mr. Miller's.....b w g Melbourne	8 12	Aspinwall ...	1
Mr. Robert's .....ch w g Fireman.....	9 4	Cavanagh ..	2
Mr. Shaw's.....b w g Attila	8 0	.....	3
Mr Covey's.....ch w m Ri-k	8 7	Walsh.....	4
Mr. Walcot's .....bk w g Cyclops	8 4	Cozens.....	5

—*Madras Times.*

LORD NORTHBROOK ON THE OPENING OF THE CIVIL SERVICE TO NATIVES.

(*Manchester Guardian, Jan.* 3.)

THE frank reply given by Lord Northbrook at Bombay to the memorialists who claimed the free admission of natives to the highest posts in the service of the Crown in India justifies the confidence placed in his soundness of judgment by the Ministry which raised him to the Indian Viceroyalty. While accepting the principle, already sanctioned by legislation, that the native element ought to be more largely employed in the administration of the country, Lord Northbrook distinctly refused to throw open appointments in the Civil Service to successful candidates at competitive examinations to be held in India, and he told the Bombay Association that the Government had not the least intention of abandoning the right it now enjoys of determining what natives can be trusted to serve the Queen, and in what capacities their services can be of value. No other decision could have been expected from a practical statesman who has already made himself familiar with the real difficulties of Indian administration. Careless or ignorant enthusiasts at home may fancy that India can be ruled solely by means of the diffusion of brotherly love; but men on whom the responsibility of governing the country depends soon learn that England can only hold her own in India by the skilful balancing of political forces and the stern use, in time of need, of superior military power. Lord Northbrook has no doubt convinced himself that to yield what is asked for by the Bombay Association and the sympathising lovers of equality who in this country thoughtlessly echo their demands, would in fact be to concede to the people of India the Home Rule which, in the interest of the empire, we deny to the people of Ireland. What would be the condition of Ireland ten years hence if all posts of authority throughout the country, from that of lord lieutenant of a county down to that of simple magistrate of police, were thrown open to Fenians who could succeed in passing a competitive examination designed merely to test their knowledge of English and ancient literature? Yet it has been seriously proposed that in a country like India, of which we know almost nothing, and of which our tenure is so purely military, that no native is allowed to hold a commission in the Queen's army, we should, on the evidence of statistics showing how many educated natives can write and speak English fluently and talk with astonishing glimness of the philosophy of John Stuart Mill, hand over the control of the civil government to men in whose eyes the English connection is necessarily a token of national bondage and humiliation. The Bombay Association based their memorial to Lord Northbrook on those words of the Queen's proclamation of 1858 which declared Her Majesty's will that, "*as far as may be,*" no one of her subjects in India shall be excluded from office on account of his creed, colour, or nationality. But the force of the saving clause which we have italicised is clearly not understood by the natives of India. "As far as may be" necessarily means as far as may be consistent with what is the first law of our being in India—the maintenance of the English dominion; and to pretend that we could hope to fulfil this condition by appointing natives to all places of trust now held by Englishmen would be sheer hypocrisy.

It is in the interest of India herself that the governing class should be composed mainly of Englishmen. If we have the right to hold the country at all—and unless this postulate be granted all arguments as to the form of government we ought to establish there of course become idle—we may be justified in giving despotic power over wide districts and millions of people to edubated English gentlemen whose character for intelligence and impartiality is above reproach, and who can be relied upon in an emergency to preserve order and protect life and property without caring for distinctions of race or caste. But we should be only misusing our strength and taking an unjust advantage of our position as rulers of India if we were to send forth as district officers into all corners of the land a swarm of educated natives to play the despot over masses of their fellow-countrymen. Such men would not have the force of character or the *prestige* of English officials; and as they would believe they were ill-treated if they did not receive the same high rate of pay which is now given to efficient English administrators, the substitution of native for English agency would but subject the people of India to the operation of the feeblest and costliest despotism under the sun. We have written so far as if India were in truth what it is commonly believed to be by English admirers of equality—one country inhabited by a homogeneous population with a common national history and ambition. But Lord Northbrook himself has, in well chosen words, borne emphatic testimony to the diversity of races and degrees of civilisation in the great territory over which he holds sway. In his most important speech at Bombay he said:—"To see that vast extent of country and the various people who inhabit it brings more prominently and vividly before your mind the conviction that no uniform system of government can be suited to all parts of Her Majesty's empire; that the differences which exist in it are real, and have a vital interest, and are not mere matters of past history." Every one can remember to what good account these real vital differences have been turned in time of war by the English rulers of India. The Hindoostanee sepoys marched gladly to invade Afghanistan and conquer the Punjab because they knew they were fighting their hereditary foes; and so in their turn the Sikhs, in 1857, gladly followed their British leaders to take a part in the storming of Delhi and Lucknow and the destruction of the Sepoy army. These times are so recent that Lord Northbrook cannot be mistaken in supposing the feeling of antagonism between the inhabitants of different provinces of British India is a keen and active political power at the present day. If this be so, is it conceivable that we can satisfy the "legitimate aspirations" of the people of India by appointing a sharp-witted Bengalee from Calcutta or an enterprising Parsee from Bombay a deputy commissioner in the Punjab? Yet this would be the outrageous result of an unconditional acceptance of the fiction of Indian nationality. The truth is, there is at present only one name—the name of Englishman—which has the chance of commanding the respect and obedience of all classes of natives throughout the length and breadth of India. Admit natives themselves indiscriminately to the high civil offices, and you deprive our administration of its special virtue without making it a whit more acceptable to the diverse races that people the country.

Are we then, it will be asked, to go on for ever governing India as a mere dependency, without giving any rights of political action to the natives whom we are educating by tens of thousands in the Indian schools and universities? The question itself suggests the necessary limitations of the political liberties that the English may grant in India. It is surprising that many writers in this country fail to see how exclusively the agitation we hear so much of is confined to associated bodies of educated natives in the large towns of India, who are thoroughly Anglicised in tastes, habits, and manners, and between whom and the mass of their uneducated countrymen in the interior of India there is as wide a gulf fixed as between the Oriental and the European. The craving of Young India for self-government might be gratified with perfect safety by the recognition of the fact that a form of administration which is still well suited to India generally has ceased to be applicable to the principal cities. An English civil servant who might govern a wide agricultural district with prudence and advantage finds himself ludicrously out of place when he is called upon to be the prefect of Calcutta or Bombay, cities in which the bulk of the native householders speak English and take a real interest in the management of their own affairs, while the presence of a considerable English population of more than average culture is another disturbing element which too often plays sad havoc with the designs of the municipal legislator. Even in that possible harm could there be in granting charters to these great cities, and allowing the inhabitants to enjoy the full use and practice of municipal liberties? If India is ever to attain to self-government, she must begin, like other nations, with small things; and municipal freedom has always been the best training for parliamentary freedom. Let such communities as those of the presidency towns have the privilege of electing their own mayors and town councils; let Calcutta, Bombay, and Madras become, in fact, free cities, and it is probable that the question of the admission of natives to the principal posts in the imperial service will not need to be settled by this generation. The experiment would be interesting and free from danger. It would teach us a good deal as to the administrative capacity of natives, while at the same time there would be no risk of disloyal manifestations occurring in cities which are really controlled by an English public opinion. Perhaps reform would have taken this direction ere now were it not for the absurd jealousy the Indian Civil Service entertains, not of educated natives, but of the independent Englishmen who form the most valuable and influential class of the population in the chief cities of India.

THE NEW LAW COURTS IN LONDON.

IT is time that some inquiry should be made as to the probable period at which the acres of land purchased and cleared at a vast expense as a site for the new Law Courts will be made available for some useful purpose. For many months this great area has remained a desolate wilderness, delightful to London sparrows, who find within its jealously-hoarded precincts a secure retreat from human molestation, but not quite so pleasant to the tax-payer who reflects that about £800,000 is lying absolutely unproductive. Some few weeks ago the wind blew down a portion of the lofty hoardings, which we presume are farmed out by the nation for the display of sensational advertisements, and revealed to the passer-by a vision of an expanse of waste land diversified with areas of concrete heaps of rubbish, and a large number of pools of water. Perhaps it occurred to Mr. Ayrton that if the gap made by the wind were permitted to remain open for any length of time Mr. Odger might be holding political meetings on the ground. Certain it is that a number of workmen were speedily sent to repair the opening, but since they patched up the venerable boards the place has resumed its accustomed air of solitude. The whole history of the matter is one of mismanagement and delay. On the vote for the cost of laying the foundations of the new building, taken on August 1, 1870, Mr. Ayrton announced that, subject to the approval of Mr. Street's plan by the Royal Commissioners, the work of laying the foundations should be put in hand at once. The next day the Royal Commissioners met and approved the plan; but nothing was done by Mr. Ayrton until near the close of the year, when he issued invitations for tenders on terms considered so unreasonable that, we believe, no tenders were sent in within the time limited. Ultimately, however, in February, 1871, a contract for laying the foundations was taken by Messrs. Dove; for some time the site presented a lively appearance, and great hopes were entertained that the works connected with the building would be pressed forward. These hopes were doomed to be disappointed. In August last Mr. Ayrton, in reply to a question in the House, stated that, so far as he could judge, the Office of Works would not be in a position to invite tenders for the construction of the building for the next three or four months. Nearly five months have elapsed since this statement was made, and still there are no signs of progress.—*Solicitor's Journal.*

MILITARY UNIFORM.

TO THE EDITOR OF THE "TIMES."

SIR,—I have read Colonel Luard's letter on the dress of the military forces of Great Britain published in *The Times* of this date. All soldiers who have seen active service probably agree with the main argument of that letter—viz., that troops should have two dresses, a working dress and a gala dress or full uniform. But I would call attention to the fact that the regular army, at all events, has now, probably for the first time in its history, the very dress urged by Colonel Luard. They have a working dress, and they have a full uniform worn only on particular occasions. But when Colonel Luard suggests that all troops of the British military force should be dressed in gray, instead of the national colour, scarlet, I think he has overlooked a very important point—viz., that on active service it is often as important to easily distinguish to which army a body of troops may belong as that individuals skirmishing should be slightly less visible. I venture to think that the disaster which might result from mistaking your own troops for the enemy, or, worse still, the enemy for your own troops, at some critical moment of a general action, would be far more evil in its results than the danger run by a few skirmishers who in certain ground and under certain circumstances might be supposed to be less visible in gray than scarlet.

The consequences to an army, and, therefore, possibly, to a campaign, from an error caused by mistaking the nationality of bodies of troops in action might be disastrous in the extreme; whereas, supposing a few lives were even lost from some skirmishers being more visible in dark places, it would be comparatively a matter of small moment, and it must not be forgotten that scarlet is by no means a very visible colour as a point to shoot at. It is a prismatic colour, and at a little distance blends into atmosphere directly, and is far less distinct, particularly on a sky-line or at a certain distance, than the dark green coats of the Rifles. Any person of observation who has watched masses of British troops in motion must have remarked this, and still more in the case of skirmishers. I admit gray is still less visible, but we must not forget the experiences of actual war on the matter. We are all familiar with the case of the French regiment of scarlet Hussars in the Peninsular War which got among our people by having been mistaken for a regiment of English cavalry, and those who were at the siege of Sebastopol in 1855 must remember how we were wont to go on trench duty in our gray great coats, which ended in the Russians bayoneting a trench guard of a certain gray regiment in their blankets, they having been mistaken for some of our own sentries coming in, and how often men ran the risk of being shot by their own men from the same mistake; and, truly, in the gray of the morning it was very nearly impossible to detect friend from foe. The result was that all trench guards were ordered to mount duty in scarlet, so that there should be no more fatal mistakes. In the Austro-Prussian War, again, General Benedek and his Head-Quarter Staff had to fight for their lives during the retreat on Presburg from Olmutz in consequence of a regiment of Prussian cavalry dressed in white having shown themselves on the line of the Austrian retreat and been taken for Austrian Cuirassiers, which fatal error was only discovered when the Prussian horsemen charged the Austrian batteries, and for the moment captured them. When the Austrian uniform was changed from white after the disasters of 1866, the strong argument urged against such a change was the danger likely to accrue from having dressed in the same colours as most of the other armies of Europe. It is of the greatest importance that the nationality of troops should be easily discerned in action. I therefore beg to express the very strongest objection to changing the scarlet uniform of the British soldier, or for the introduction of gray in its place. On the contrary, I strongly urge that all our cavalry should be clothed in scarlet. We know how difficult it was during the late Manœuvres to detect the diff-rence between the blue cavalry of the opposing armies or to which force they belonged.

Your obedient servant,

Aldershott, Dec. 28. RED SOLDIER.

OVER-WORK.

No one will accuse us of being inclined to exaggerate the evil effects of hard mental work; on the contrary, we have lately been at considerable pains to show that, within wide limits, a constant and rather high degree of intellectual activity is a preserver rather than a destroyer of nervous health. It must not be overlooked, however, that the above is true only when the conditions of ordinary hygiene are not outrageously or unnecessarily violated; and that the addition of severe and harassing anxiety will often turn an otherwise beneficial nervous activity into a source of grave evils, of which the inability to sleep is one of the most frequent. Of the latter and too often inevitable source of mischief we do not now propose to speak; but of the particular anti-hygienic practices which are really responsible for a great deal of nervous mischief in hard-worked people it may be useful to say a few words. For instance, with regard to the important question—How long a time should be regarded as the *minimum* that should be spent in bed in each 24 hours? We are, of course, speaking only of adults; and we think we may place the *minimum* at six hours for men and seven for women, an additional hour, or even two, being taken whenever it is practicable. Then, as regards night-work; how far is that specially prejudicial? We believe that for the young it is really injurious by the mere fact of its being night-work; but for those whose organisms are consolidated we greatly doubt if it be at all injurious *per se*. But there are sundry conditions inexorably requiring to be observed if nightwork is to do no harm. First of all, there must be no curtailment of the allowance of bed above mentioned, and this allowance of repose should be taken in a continuous manner. A man who works till 4 a.m. should after that lie in bed till 10, and, if possible, should get an additional hour's sleep, and a meal after it, before beginning another evening's work. Secondly, the light by which he works at night should be very white, powerful, and steady, and should be carefully concentrated by a green shade on his books or papers; insufficient, flickering, or too diffused light is one of the most serious causes of the brain irritation which afflicts some night-workers. Again, "if a man will not eat, neither shall he work," as somebody has said; and this quaint inversion of the Scriptural maxim is especially true of the class of men who both work hard and work at untimely hours. Abundant supplies of nutriment, with a moderate ration of stimulants (taken chiefly or entirely with meals) are necessary, and a final pipe of tobacco before turning into bed is very desirable for those with whose stomachs tobacco does not disagree. On the other hand, it need hardly be said that excess in alcohol and excess in tobacco are among the most powerful causes of insomnia, and hundreds of cases of the latter which have been hastily put down to "over-work" are due to one or other of these two bad habits. There is one cause of insomnia in overworked persons which deserves special consideration—viz., latent heart disease. We believe this fact is occasionally overlooked, and would recommend that its possibility should always be taken into account, and strict examination be made for the signs of cardiac mischief. It has sometimes happened that an almost chance investigation of the chest has revealed the existence of quite unsuspected disease, after every remedy directed to the nervous system had failed to remove insomnia.—*Lancet.*

THE LOSS OF POPULATION CAUSED TO FRANCE BY THE LATE WAR.

(*Times*, Jan. 8.)

WE published on Monday, in a telegram from our French correspondent, a brief but very interesting piece of information, being nothing less than an authentic statement of the cost of the late war, in respect of population, to French Republic. Perhaps we may as well remark at once that the figures are low, scarcely exceeding, indeed, at first sight one-half of the amount previously computed. For the numbers now given we have the authority of the national Census, which in France is taken, not every ten, but every five years—a practice, be it observed in passing, which was strongly recommended to the Americans in the last message of the President. Premising, then, that the population of France at the Census immediately preceding the war was 38,067,094, this amount is now found to be diminished by 1,965,173. But of this decrease, which is certainly large, five-sixths are due to the cession of territory exacted by the German conquerors, leaving only 336,035 as the loss immediately consequent upon the operations of the campaign. Even thus, indeed, the figures denote more than the direct results of the fighting. Small-pox was epidemic for two or three years, causing great mortality; and the diminution in the number of marriages incidental to the levies of troops produced an extraordinary excess of deaths over births. In any case, however, France seems to emerge with comparatively little injury from one of the most desperate wars of modern times. Indeed, the sanguinary character of the contest will be easily understood by comparing its results, even as above expressed, with those of previous campaigns in the Emperor's reign. France lost 80,000 men in the Crimea, 60,000 in Italy, and about the same number, perhaps, in Mexico and China; so that the war of invasion cost her 100,000 more than her three previous wars taken all together.

We have intimated, however, that more is really expressed by the Return before us than it would at the first glance appear to imply. What we see on the face of the account is that France has experienced during the last five years an actual decline in the numbers of her population. That decline, setting aside the proportion due to the cession of Alsace and Loraine, is in itself certainly not very large, at any rate not so large as might have been anticipated; but there is another consideration to be taken into the account. If the French Census had usually shown a decrease of the population, we might measure the average or ordinary diminution with that now recorded, and so arrive at the cost of the war; but that is not the case. The population of France has invariably increased at the end of each quinquennial period, though not to any great, and still less to any uniform, extent. Sometimes the increase amounted to a million or upwards; sometimes to only a fourth part of such numbers. For instance, between 1846 and 1851 the excess was only 389,000; between 1851 and 1856 the figures were 250,000, and between 1861 and 1866, 680,000. It appears, therefore, that between 1866 and 1871—the period including the German War—France, for the first time in history, so far as credible records extend, suffered an actual loss, instead of experiencing a gain in the numbers of her population. If we suppose that the increase, save for the war, might have been 300,000, the absence of that gain added to the actual loss would give 600,000 souls as the total loss due to the war, and that, in fact, was the computation made shortly after the surrender of Paris. In any case we find a deficiency recorded, and that event, as we have said, is absolutely without precedent. Even between 1801 and 1806 there was an increase, and a considerable one, shown by the Census, and the aggregate growth of the population between the outbreak of the great Revolution and the first Census after the Peace—that is, between 1784 and 1821—exceeded 5,000,000. Let us again remark that in these reckonings we have taken no account of the loss produced by the cession of Alsace and Lorraine, but have confined ourselves to the balance remaining after that special deduction has been made.

Nevertheless, the actual effect on the national strength of France is really not considerable, as will be understood when we add that at the present moment the country is, even in respect of population, stronger than it was at a time when Europe stood more or less in awe of it. In the year 1856, after the Crimean War, and before the outbreak of the Italian War, the population of France was just 36,039,364. It is now 36,102,821—showing an increase, though a small one, in spite of all the consequences of a most calamitous struggle. The truth is the annexation of Savoy, coupled with the ordinary growth of the period, more than balances the loss recently experienced and leaves the surplus we see. Moreover, in these computations no account is taken of Algeria, which would add some 3,000,000 to the amount. We may thus, perhaps, appreciate the force of Prince Bismark's calculations as to the relative strength of France before and after the war. Certainly a nation of 40,000,000 cannot be regarded as weak or powerless, nor is it at all improbable that in a couple of years France may be practically as strong as she was in 1869.

Most readers are, doubtless, aware that the population of France, whether in peace or war, never did increase at the rate of our own. An addition, for example, of 60,000 souls a year to an aggregate of 36,000,000 is no large amount. Our own increase would, except for emigration, be at least five times as great upon an aggregate of only 31,000,000. But France is already populous enough for national strength and wealth, her resources are apparently incalculable, and the effects of the war seem passing away from her as rapidly as a storm-cloud. It can no longer be doubted that, though the growth of the population during the last twenty years has not been striking, the wealth of the country, in the widest sense of the word, must have increased enormously. If the Germans thought to cripple France by their terms of peace, and to leave her exhausted by the weight of the burdens imposed, they were clearly mistaken, though, perhaps, they might justify their conditions by appealing to these very results. Their enemy, instead of being destroyed or "effaced," has suffered less than could have been imagined, and shows few signs of abating her national claims in the eyes of the world. Yet the war of 1870, though it was indeed short and decisive—as we are told all modern wars will be—was bloody and destructive in the extreme. Of its cost in respect of population we have now learnt something, but who can form any estimate of its aggregate cost to property and industry of all descriptions? It has, indeed, been computed that the war indemnity of 200,000,000*l.* represents hardly a third of the total losses of the country, and an eminent French economist has calculated the ultimate charge at an almost fabulous amount. But all alarms on this score, however rational in themselves, must have been pretty well dispelled by the actual experience of the year just past. France, being more populous now than she was in 1856, cannot in that respect be thought materially weakened, while as regards wealth and credit she has taken everybody by surprise. In short, it is not the German War, nor the cession of territory, nor the payment of a huge indemnity which will impair her national power. That power can only be affected by intestine conflict or political disorder. France is strong enough if she does not break up her own strength by domestic divisions. When, indeed, Frenchmen of all parties can live under an established Government without thinking of new Revolutions, France will be far more powerful than she was before a combination of exigencies provoked the late disastrous War.

RUSSIA, GERMANY, AND POLAND.

A CURIOUS discussion has recently taken place between a Russian and a Prussian paper, as to which of their respective Governments has done the most to crush the Polish nationality. The *Börsen-Courier* of Berlin declares that the "crying injustice" of the partition of Poland was originally the work of Russia, and that, when Poland fell, those of the Poles who came under the rule of Austria and Prussia could at least live "like human beings," which in Russia was not the case. The Russian Government "openly and unscrupulously set itself to the task of systematically annihilating the Polish nation." "Their language was suppressed, their religion persecuted, and everything was done to crush the anti-Russian element. Men of Polish extraction are treated as foreigners. Nor is this all. Not only have the estates of Poles implicated in political trials been confiscated, but no other Pole is permitted to buy these estates. Immense districts in Poland are now passing into the hands of Russians, as the Poles are forbidden to buy land in their own country. It is only in a barbarous State that such things can happen. The intervention of Europe has been successfully appealed to against the oppression of the Greeks; will no country in Europe raise up its voice in favour of the Poles oppressed by Russia?" To this the *Exchange Gazette* of St. Petersburg replies that the Russian Government will doubtless find a defender in the official *Nord-deutsche Allgemeine Zeitung*, "which so zealously protects the friendly relations between Russia and Germany against misrepresentation." It adds that "no Russian periodical has ever attempted to write in such a tone about Prussia," and calls upon its Prussian antagonist to reply to the following questions:—1st. Have more estates passed in the last century into Russian hands in Russian Poland than have passed into German hands in Prussian Poland? 2nd. Where has the Polish language been maintained itself—in Posen and West Prussia, or in the Vistula district? 3rd. Is it among the peasantry of Russian or of Prussian Poland that pauperism is becoming so general that the Mayor of Posen had to call the attention of the Prussian Upper House the other day to the subject? 4th. Which policy has been pursued the most systematically—that of Russianization in the Russian or that of Germanization in the Prussian districts of Poland? 5th. Did Russia ever rule so absolutely in Poland up to the time of the last insurrection as Germany has ruled in Alsace and Lorraine ever since their annexation? 6th. Is it not rather late for a German paper to repeat the fruitless appeals formerly made by French papers to Europe for an intervention on behalf of the the Poles? The *Börsen-Courier* will find it difficult to answer these questions, for Prussia has certainly tried as hard to Germanize the Poles as Russia has to Russify them. But the Prussian Government manages such things more skilfully than the Russian. It does not fine the Poles for speaking their own language, but it makes them learn German by excluding the Polish language from the schools, the Government offices, and the courts of justice in Prussian Poland. The land, too, is rapidly passing from the hands of Polish into those of German capitalists; but this is not because the Poles are forbidden to buy estates in their own country, but because the Government enables the Germans to outbid the Poles by giving them assistance in the shape of loans and other advantages denied to their Polish competitors.—*Pall Mall Budget.*

CHEMICAL AND PHYSIOLOGICAL EFFECTS OF TOBACCO SMOKE.—M. Gustave Lebon, of Paris, has just issued a treatise upon the chemical and physiological effects of tobacco smoke upon the human system, the author having first constructed a variety of apparatus by which he has been enabled, he says, to collect and show with exactness the various elements of smoke which condense and deposit themselves on the organs of the smoker. One hundred grammes—1,500 grains English troy—of French tobacco furnish, says M. Lebon, 0·550 grains of nicotine and 0·490 grains of ammonia, able to act upon the coatings of the mouth, the windpipe, or the pulmonary ducts. Tobaccos of the Le Lart are the least dangerous, some of them possessing but a small trace of nicotine. In small doses, tobacco smoke instan aneously excites a rebral activity and the intellectual forces, and facilitates digestion. In excessive and frequently repeated doses, it produces difficulty of digestion, benumbed intelligence, and clouded memory.

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